

**2003**

**Virginia Department of Transportation  
Daily Traffic Volume Estimates  
Including Vehicle Classification Estimates**

where available

**Jurisdiction Report**

**35**

Giles County  
Town of Glen Lyn  
Town of Narrows  
Town of Pearisburg  
Town of Pembroke  
Town of Rich Creek

Prepared By

**Virginia Department of Transportation  
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation  
Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

**QA:** Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axe Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axe Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

**QC:** Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

- |  |                      |  |
|--|----------------------|--|
| North<br> | Interstate Route     | Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined. |
|           | US Route             |  |
|           | Virginia State Route |  |
|           | Secondary Route      |  |

### Special Routes

- |  |                           |
|--|---------------------------|
|   | Bus - Business Route      |
|  | Bypass - Bypass Route     |
|  | Truck - Truck Route       |
|  | ALT - Alternate Route     |
|   | Wye - Wye Route connector |
- 
- |   |   |
|---|---|
|  | P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction. |
|---|---|
- 
- |   |   |
|---|---|
|  | The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report. |
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Virginia Department of Transportation  
Mobility Management Division

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Annual Average Daily Traffic Volume Estimates By Section of Route  
Giles Maintenance Area

| Route                       | Length | AADT  | QA | 4Tire | Bus | Truck |        |        |        |  | QC | K Factor | Dir Factor | AAWDT | QW    | Year |            |
|-----------------------------|--------|-------|----|-------|-----|-------|--------|--------|--------|--|----|----------|------------|-------|-------|------|------------|
|                             |        |       |    |       |     | 2Axle | 3+Axle | 1Trail | 2Trail |  |    |          |            |       |       |      |            |
| <b>Giles County</b>         |        |       |    |       |     |       |        |        |        |  |    |          |            |       |       |      |            |
| [42]                        | 7.95   | 1100  | G  | 89%   | 0%  | 4%    | 1%     | 5%     | 0%     |  | C  | 0.107    | F          | 0.576 | 1100  | G    | 2003       |
| [42] [100]                  | 2.13   | 3900  | G  | 89%   | 1%  | 4%    | 2%     | 5%     | 0%     |  | C  | 0.098    | F          | 0.672 | 3900  | G    | 2003       |
| [42] [750] Cedar Crest Lane | 0.97   | 790   | R  |       |     |       |        |        |        |  |    |          |            |       | NA    |      | 05/13/2002 |
| [42] [750]                  | 0.08   | 770   | N  | 95%   | 1%  | 3%    | 1%     | 1%     | 0%     |  | N  | 0.086    | N          | 0.708 | 780   | N    | 2003       |
| [42] [730]                  | 1.59   | 770   | G  | 95%   | 1%  | 3%    | 1%     | 1%     | 0%     |  | C  | 0.086    | F          | 0.708 | 780   | G    | 2003       |
| [42] [730]                  | 9.56   | 360   | G  | 95%   | 1%  | 3%    | 1%     | 1%     | 0%     |  | F  | 0.126    | F          | 0.505 | 370   | G    | 2003       |
| [42] [460]                  | 2.35   | 11000 | G  | 89%   | 0%  | 1%    | 1%     | 7%     | 1%     |  | F  | 0.088    | F          | 0.674 | 11000 | G    | 2003       |
| [42] [460]                  | 1.66   | 10000 | G  | 89%   | 0%  | 1%    | 1%     | 7%     | 1%     |  | F  | 0.089    | F          | 0.678 | 11000 | G    | 2003       |
| [42]                        | 0.99   | 2000  | G  | 94%   | 1%  | 4%    | 0%     | 1%     | 0%     |  | F  | 0.111    | F          | 0.707 | 2100  | G    | 2003       |
| [42]                        | 3.11   | 1300  | G  | 94%   | 1%  | 4%    | 0%     | 1%     | 0%     |  | F  | 0.106    | F          | 0.692 | 1300  | G    | 2003       |
| [61]                        | 5.11   | 280   | G  | 95%   | 0%  | 3%    | 1%     | 1%     | 0%     |  | F  | 0.096    | F          | 0.54  | 290   | G    | 2003       |
| [61]                        | 4.60   | 640   | G  | 95%   | 0%  | 3%    | 1%     | 1%     | 0%     |  | C  | 0.106    | F          | 0.597 | 650   | G    | 2003       |
| [61]                        | 2.49   | 1500  | G  | 95%   | 0%  | 3%    | 1%     | 1%     | 0%     |  | F  | 0.1      | F          | 0.662 | 1500  | G    | 2003       |
| <b>Town of Narrows</b>      |        |       |    |       |     |       |        |        |        |  |    |          |            |       |       |      |            |
| [61] Park Drive             | 0.67   | 2300  | G  | 95%   | 1%  | 2%    | 0%     | 1%     | 0%     |  | F  | 0.093    | F          | 0.667 | 2300  | G    | 2003       |
| [61] Monroe Street          | 0.17   | 3600  | G  | 95%   | 1%  | 2%    | 0%     | 1%     | 0%     |  | C  | 0.089    | F          | 0.563 | 3700  | G    | 2003       |
| [61] Monroe Street          | 0.13   | 4300  | G  | 95%   | 1%  | 2%    | 0%     | 1%     | 0%     |  | F  | 0.089    | F          | 0.511 | 4300  | G    | 2003       |
| [61]                        | 0.13   | 4900  | G  | 96%   | 1%  | 2%    | 1%     | 1%     | 0%     |  | C  | 0.099    | F          | 0.554 | 5000  | G    | 2003       |
| [61]                        | 0.43   | 5700  | G  | 96%   | 1%  | 2%    | 1%     | 1%     | 0%     |  | F  | 0.086    | F          | 0.552 | 5800  | G    | 2003       |
| <b>Giles County</b>         |        |       |    |       |     |       |        |        |        |  |    |          |            |       |       |      |            |
| [100]                       | 1.37   | 4200  | G  | 89%   | 1%  | 4%    | 2%     | 5%     | 0%     |  | F  | 0.097    | F          | 0.677 | 4200  | G    | 2003       |
| [100]                       | 2.13   | 3900  | G  | 89%   | 1%  | 4%    | 2%     | 5%     | 0%     |  | C  | 0.098    | F          | 0.672 | 3900  | G    | 2003       |
| [100]                       | 0.72   | 3800  | G  | 89%   | 1%  | 4%    | 2%     | 5%     | 0%     |  | F  | 0.093    | F          | 0.635 | 3900  | G    | 2003       |
| [100]                       | 0.45   | 4300  | G  | 89%   | 1%  | 4%    | 2%     | 5%     | 0%     |  | F  | 0.091    | F          | 0.575 | 4300  | G    | 2003       |
| [100]                       | 4.37   | 4600  | G  | 89%   | 1%  | 4%    | 2%     | 5%     | 0%     |  | F  | 0.089    | F          | 0.522 | 4600  | G    | 2003       |

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Annual Average Daily Traffic Volume Estimates By Section of Route  
Giles Maintenance Area

| Route                           | Length | AADT  | QA | 4Tire | Bus | Truck |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW    | Year |      |
|---------------------------------|--------|-------|----|-------|-----|-------|--------|--------|--------|----|----------|------------|-------|-------|------|------|
|                                 |        |       |    |       |     | 2Axle | 3+Axle | 1Trail | 2Trail |    |          |            |       |       |      |      |
| <b>Giles County</b>             |        |       |    |       |     |       |        |        |        |    |          |            |       |       |      |      |
| 100                             | 2.24   | 6100  | G  | 89%   | 1%  | 4%    | 2%     | 5%     | 0%     | F  | 0.086    | F          | 0.506 | 6200  | G    | 2003 |
| <b>Town of Pearisburg</b>       |        |       |    |       |     |       |        |        |        |    |          |            |       |       |      |      |
| 100 South Main Street           | 0.28   | 7100  | G  | 93%   | 0%  | 2%    | 1%     | 3%     | 0%     | C  | 0.085    | F          | 0.507 | 7200  | G    | 2003 |
| 100 South Main Street           | 0.09   | 7400  | G  | 93%   | 0%  | 3%    | 1%     | 3%     | 0%     | C  | 0.098    | F          | 0.522 | 7500  | G    | 2003 |
| 100 South Main St               | 0.09   | 7400  | G  | 93%   | 0%  | 3%    | 1%     | 3%     | 0%     | F  | 0.089    | F          | 0.53  | 7500  | G    | 2003 |
| 100 Bus 460 Main St             | 0.38   | 11000 | G  | 95%   | 0%  | 2%    | 1%     | 2%     | 0%     | C  | 0.080    | F          | 0.530 | 12000 | G    | 2003 |
| 100 Main Street                 | 0.21   | 11000 | G  | 97%   | 0%  | 1%    | 1%     | 2%     | 0%     | C  | 0.083    | F          | 0.555 | 11000 | G    | 2003 |
| 100 WCL Pearisburg              |        |       |    |       |     |       |        |        |        |    |          |            |       |       |      |      |
| <b>Giles County</b>             |        |       |    |       |     |       |        |        |        |    |          |            |       |       |      |      |
| 100                             | 3.86   | 2600  | G  | 97%   | 0%  | 2%    | 0%     | 0%     | 0%     | C  | 0.1      | F          | 0.685 | 2600  | G    | 2003 |
| 100 To ECL Narrows              |        |       |    |       |     |       |        |        |        |    |          |            |       |       |      |      |
| <b>Town of Narrows</b>          |        |       |    |       |     |       |        |        |        |    |          |            |       |       |      |      |
| 100                             | 0.65   | 2800  | G  | 96%   | 1%  | 2%    | 1%     | 1%     | 0%     | C  | 0.105    | F          | 0.573 | 2800  | G    | 2003 |
| 100 To SR 61 Main Monroe        |        |       |    |       |     |       |        |        |        |    |          |            |       |       |      |      |
| <b>Town of Rich Creek</b>       |        |       |    |       |     |       |        |        |        |    |          |            |       |       |      |      |
| 219                             | 0.57   | 9800  | G  | 95%   | 0%  | 2%    | 1%     | 1%     | 0%     | C  | 0.089    | F          | 0.654 | 10000 | G    | 2003 |
| 219 To ECL Rich Creek           |        |       |    |       |     |       |        |        |        |    |          |            |       |       |      |      |
| <b>Giles County</b>             |        |       |    |       |     |       |        |        |        |    |          |            |       |       |      |      |
| 219                             | 1.16   | 9800  | N  | 95%   | 0%  | 2%    | 1%     | 1%     | 0%     | N  | 0.089    | N          | 0.654 | 10000 | N    | 2003 |
| 219 To West Virginia State Line |        |       |    |       |     |       |        |        |        |    |          |            |       |       |      |      |
| <b>Town of Glen Lyn</b>         |        |       |    |       |     |       |        |        |        |    |          |            |       |       |      |      |
| 460                             | 0.81   | 9400  | G  | 89%   | 0%  | 1%    | 1%     | 7%     | 1%     | F  | 0.079    | F          | 0.529 | 9800  | G    | 2003 |
| 460 To 92-1308                  |        |       |    |       |     |       |        |        |        |    |          |            |       |       |      |      |
| 460                             | 0.59   | 9400  | G  | 89%   | 0%  | 1%    | 1%     | 7%     | 1%     | F  | 0.079    | F          | 0.526 | 9800  | G    | 2003 |
| 460 To WCL Glen Lyn             |        |       |    |       |     |       |        |        |        |    |          |            |       |       |      |      |
| <b>Giles County</b>             |        |       |    |       |     |       |        |        |        |    |          |            |       |       |      |      |
| 460                             | 1.24   | 9400  | N  | 89%   | 0%  | 1%    | 1%     | 7%     | 1%     | N  | 0.079    | N          | 0.526 | 9800  | N    | 2003 |
| 460 To WCL Rich Creek           |        |       |    |       |     |       |        |        |        |    |          |            |       |       |      |      |
| <b>Town of Rich Creek</b>       |        |       |    |       |     |       |        |        |        |    |          |            |       |       |      |      |
| 460                             | 0.65   | 9400  | N  | 89%   | 0%  | 1%    | 1%     | 7%     | 1%     | N  | 0.079    | N          | 0.526 | 9800  | N    | 2003 |
| 460 To US 219 Rich Creek        |        |       |    |       |     |       |        |        |        |    |          |            |       |       |      |      |
| 460                             | 0.73   | 7100  | G  | 89%   | 0%  | 1%    | 1%     | 7%     | 1%     | F  | 0.076    | F          | 0.606 | 7500  | G    | 2003 |
| 460 To 35-712                   |        |       |    |       |     |       |        |        |        |    |          |            |       |       |      |      |
| 460                             | 0.18   | 11000 | N  | 89%   | 0%  | 1%    | 1%     | 7%     | 1%     | N  | 0.082    | N          | 0.672 | 11000 | N    | 2003 |
| 460 To ECL Rich Creek           |        |       |    |       |     |       |        |        |        |    |          |            |       |       |      |      |
| <b>Giles County</b>             |        |       |    |       |     |       |        |        |        |    |          |            |       |       |      |      |
| 460                             | 2.01   | 11000 | N  | 89%   | 0%  | 1%    | 1%     | 7%     | 1%     | N  | 0.082    | N          | 0.672 | 11000 | N    | 2003 |
| 460 To NCL Narrows              |        |       |    |       |     |       |        |        |        |    |          |            |       |       |      |      |
| <b>Town of Narrows</b>          |        |       |    |       |     |       |        |        |        |    |          |            |       |       |      |      |
| 460                             | 0.76   | 11000 | G  | 89%   | 0%  | 1%    | 1%     | 7%     | 1%     | F  | 0.082    | F          | 0.672 | 11000 | G    | 2003 |
| 460 To SR 61 Fleshman St        |        |       |    |       |     |       |        |        |        |    |          |            |       |       |      |      |

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2003

Annual Average Daily Traffic Volume Estimates By Section of Route  
Giles Maintenance Area

| Route                     | Length | AADT  | QA | 4Tire                          | Bus                    | Truck |        |        |        |  | QC | K Factor | Dir Factor | AAWDT | QW    | Year |            |
|---------------------------|--------|-------|----|--------------------------------|------------------------|-------|--------|--------|--------|--|----|----------|------------|-------|-------|------|------------|
|                           |        |       |    |                                |                        | 2Axle | 3+Axle | 1Trail | 2Trail |  |    |          |            |       |       |      |            |
| <b>Town of Narrows</b>    |        |       |    |                                |                        |       |        |        |        |  |    |          |            |       |       |      |            |
| 460                       | 0.26   | 14000 | G  | 89%                            | 0%                     | 1%    | 1%     | 7%     | 1%     |  | F  | 0.084    | F          | 0.655 | 14000 | G    | 2003       |
| 460                       | 0.34   | 13000 | G  | 89%                            | 0%                     | 1%    | 1%     | 7%     | 1%     |  | F  | 0.084    | F          | 0.661 | 13000 | G    | 2003       |
| <b>Giles County</b>       |        |       |    |                                |                        |       |        |        |        |  |    |          |            |       |       |      |            |
| 460                       | 4.33   | 13000 | G  | 89%                            | 0%                     | 1%    | 1%     | 7%     | 1%     |  | F  | 0.087    | F          | 0.624 | 14000 | G    | 2003       |
| <b>Town of Pearisburg</b> |        |       |    |                                |                        |       |        |        |        |  |    |          |            |       |       |      |            |
| 460                       | 0.12   | 8600  | G  | 89%                            | 0%                     | 1%    | 1%     | 7%     | 1%     |  | F  | 0.081    | F          | 0.596 | 9000  | G    | 2003       |
| <b>Giles County</b>       |        |       |    |                                |                        |       |        |        |        |  |    |          |            |       |       |      |            |
| 460                       | 5.01   | 12000 | G  | 89%                            | 0%                     | 1%    | 1%     | 7%     | 1%     |  | F  | 0.088    | F          | 0.551 | 13000 | G    | 2003       |
| <b>Town of Pembroke</b>   |        |       |    |                                |                        |       |        |        |        |  |    |          |            |       |       |      |            |
| 460                       | 0.86   | 13000 | G  | 89%                            | 0%                     | 1%    | 1%     | 7%     | 1%     |  | F  | 0.087    | F          | 0.555 | 14000 | G    | 2003       |
| 460                       | 0.73   | 12000 | G  | 89%                            | 0%                     | 1%    | 1%     | 7%     | 1%     |  | F  | 0.087    | F          | 0.601 | 13000 | G    | 2003       |
| <b>Giles County</b>       |        |       |    |                                |                        |       |        |        |        |  |    |          |            |       |       |      |            |
| 460                       | 1.27   | 11000 | G  | 89%                            | 0%                     | 1%    | 1%     | 7%     | 1%     |  | F  | 0.087    | F          | 0.609 | 12000 | G    | 2003       |
| 460                       | 2.82   | 9900  | A  | 89%                            | 0%                     | 1%    | 1%     | 7%     | 1%     |  | C  | 0.105    | A          | 0.643 | 10000 | A    | 2003       |
| 460                       | 2.35   | 11000 | G  | 89%                            | 0%                     | 1%    | 1%     | 7%     | 1%     |  | F  | 0.088    | F          | 0.674 | 11000 | G    | 2003       |
| 460                       | 1.66   | 10000 | G  | 89%                            | 0%                     | 1%    | 1%     | 7%     | 1%     |  | F  | 0.089    | F          | 0.678 | 11000 | G    | 2003       |
| 460                       | 1.16   | 11000 | G  | 89%                            | 0%                     | 1%    | 1%     | 7%     | 1%     |  | F  | 0.090    | F          | 0.756 | 12000 | G    | 2003       |
| Bus 460                   |        |       |    | From US 460 West of Pearisburg |                        |       |        |        |        |  |    |          |            |       |       |      |            |
| Bus 460                   | 0.34   | 7600  | G  | 93%                            | 1%                     | 2%    | 1%     | 3%     | 0%     |  | F  | 0.09     | N          | 0.535 | 7900  | G    | 2003       |
|                           |        |       |    | To NCL Pearisburg              |                        |       |        |        |        |  |    |          |            |       |       |      |            |
| <b>Town of Pearisburg</b> |        |       |    |                                |                        |       |        |        |        |  |    |          |            |       |       |      |            |
| Bus 460 Main St           | 0.26   | 7300  | G  | 93%                            | 1%                     | 2%    | 1%     | 3%     | 0%     |  | C  | 0.09     | F          | 0.535 | 7400  | G    | 2003       |
| Bus 460 Main St           | 0.38   | 11000 | G  | 95%                            | 0%                     | 2%    | 1%     | 2%     | 0%     |  | C  | 0.080    | F          | 0.530 | 12000 | G    | 2003       |
| Bus 460 Winoah Ave        | 1.09   | 9300  | G  | 98%                            | 0%                     | 1%    | 1%     | 1%     | 0%     |  | F  | 0.087    | F          | 0.503 | 9500  | G    | 2003       |
| <b>Giles County</b>       |        |       |    |                                |                        |       |        |        |        |  |    |          |            |       |       |      |            |
| Bus 460                   | 1.39   | 6800  | G  | 98%                            | 0%                     | 1%    | 1%     | 1%     | 0%     |  | C  | 0.088    | F          | 0.572 | 6900  | G    | 2003       |
| 677 <sub>10</sub>         | 1.90   | 120   | R  |                                | From Giles County Line |       |        |        |        |  |    |          |            |       | NA    | NA   | 10/02/2003 |
| 632 <sub>22</sub>         | 0.25   | 10    | R  |                                | To Dead End            |       |        |        |        |  |    |          |            |       | NA    | NA   | 02/14/2002 |
|                           |        |       |    |                                | From Dead End          |       |        |        |        |  |    |          |            |       |       |      |            |
|                           |        |       |    |                                | To Giles County Line   |       |        |        |        |  |    |          |            |       |       |      |            |

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| Route               | Length | AADT | QA | 4Tire | Bus | Truck |                   |        |        | QC | K Factor | Dir Factor | AAWDT | QW    | Year |            |      |  |
|---------------------|--------|------|----|-------|-----|-------|-------------------|--------|--------|----|----------|------------|-------|-------|------|------------|------|--|
|                     |        |      |    |       |     | 2Axle | 3+Axle            | 1Trail | 2Trail |    |          |            |       |       |      |            |      |  |
| <b>Giles County</b> |        |      |    |       |     |       |                   |        |        |    |          |            |       |       |      |            |      |  |
| (632)               | 0.25   | 20   | R  |       |     | From  | Giles County Line |        |        |    |          |            |       | NA    | NA   | 02/14/2002 |      |  |
| (632)               | 2.90   | 50   | R  |       |     | To    | 22-601            |        |        |    |          |            |       | NA    | NA   | 1999       |      |  |
| (632)               | 1.30   | 70   | R  |       |     | To    | 22-633            |        |        |    |          |            |       | NA    | NA   | 1999       |      |  |
| (632)               | 0.80   | 130  | R  |       |     | From  | 22-658 WEST       |        |        |    |          |            |       | NA    | NA   | 1999       |      |  |
| (632)               | 9.56   | 70   | R  |       |     | To    | 22-658 MID        |        |        |    |          |            |       | NA    | NA   | 1999       |      |  |
| (632)               |        |      |    |       |     | From  | 22-658 EAST       |        |        |    |          |            |       | NA    | NA   |            |      |  |
| (601)               | 0.80   | 470  | G  |       |     | From  | SR 42             |        |        |    | C        | 0.113      | F     | 0.774 | 470  | G          | 2003 |  |
| (601)               | 1.60   | 460  | G  |       |     | To    | 35-604            |        |        |    | F        | 0.112      | F     | 0.781 | 470  | G          | 2003 |  |
| (601)               |        |      |    |       |     | From  | 35-601            |        |        |    |          |            |       |       |      |            |      |  |
| (601)               | 1.94   | 280  | R  |       |     | To    | 35-685            |        |        |    |          |            |       | NA    | NA   | 04/01/2002 |      |  |
| (601)               | 0.90   | 90   | R  |       |     | From  | 35-639            |        |        |    |          |            |       | NA    | NA   | 04/01/2002 |      |  |
| (601)               | 1.53   | 30   | R  |       |     | To    | 35-602            |        |        |    |          |            |       | NA    | NA   | 04/01/2002 |      |  |
| (602)               | 1.39   | 130  | R  |       |     | From  | 35-700            |        |        |    |          |            |       | NA    | NA   | 04/01/2002 |      |  |
| (602)               | 3.46   | 60   | R  |       |     | To    | 35-775            |        |        |    |          |            |       | NA    | NA   | 04/01/2002 |      |  |
| (603)               | 1.70   | 50   | R  |       |     | From  | 35-604            |        |        |    |          |            |       | NA    | NA   | 04/01/2002 |      |  |
| (603)               |        |      |    |       |     | To    | 35-602            |        |        |    |          |            |       |       |      |            |      |  |
| (604)               | 0.55   | 270  | G  |       |     | From  | 35-700            |        |        |    | C        | 0.115      | F     | 0.517 | 270  | G          | 2003 |  |
| (604)               | 0.80   | 210  | G  |       |     | To    | 35-603            |        |        |    | F        | 0.116      | F     | 0.565 | 210  | G          | 2003 |  |
| (605)               | 0.51   | 100  | G  |       |     | From  | 35-625            |        |        |    | F        | 0.121      | F     | 0.81  | 100  | G          | 2003 |  |
| (605)               | 3.72   | 160  | G  |       |     | To    | 35-610            |        |        |    | F        | 0.094      | F     | 0.765 | 160  | G          | 2003 |  |
| (605)               |        |      |    |       |     | From  | 35-693            |        |        |    |          |            |       |       |      |            |      |  |
| (605)               | 1.99   | 480  | G  |       |     | To    | 35-802            |        |        |    | C        | 0.119      | F     | 0.754 | 490  | G          | 2003 |  |
| (605)               | 0.22   | 600  | G  |       |     | From  | US 460; SR 42     |        |        |    | F        | 0.120      | F     | 0.752 | 610  | G          | 2003 |  |
| (606)               | 0.50   | 20   | R  |       |     | To    | Dead End          |        |        |    |          |            |       | NA    | NA   | 05/15/2002 |      |  |
| (606)               | 0.35   | 160  | R  |       |     | From  | 0.50 ME Dead End  |        |        |    |          |            |       | NA    | NA   | 05/15/2002 |      |  |
| (606)               |        |      |    |       |     | To    | SR 100            |        |        |    |          |            |       |       |      |            |      |  |
| (607)               | 0.80   | 20   | R  |       |     | From  | Dead End          |        |        |    |          |            |       | NA    | NA   | 04/01/2002 |      |  |
| (607)               |        |      |    |       |     | To    | 35-700            |        |        |    |          |            |       |       |      |            |      |  |

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| Route               | Length | AADT | QA | 4Tire | Bus | Truck |                |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year       |
|---------------------|--------|------|----|-------|-----|-------|----------------|--------|--------|----|----------|------------|-------|----|------------|
|                     |        |      |    |       |     | 2Axle | 3+Axle         | 1Trail | 2Trail |    |          |            |       |    |            |
| <b>Giles County</b> |        |      |    |       |     |       |                |        |        |    |          |            |       |    |            |
| (608)               | 2.90   | 50   | R  |       |     | From  | 35-777         |        |        |    |          | NA         |       | NA | 04/01/2002 |
|                     |        |      |    |       |     | To    | 35-783         |        |        |    |          |            |       |    |            |
| (609)               | 0.25   | 40   | R  |       |     | From  | Dead End       |        |        |    |          | NA         |       | NA | 04/17/2002 |
|                     |        |      |    |       |     | To    | 35-605         |        |        |    |          |            |       |    |            |
| (610)               | 0.80   | 50   | R  |       |     | From  | Dead End       |        |        |    |          | NA         |       | NA | 04/17/2002 |
|                     |        |      |    |       |     | To    | 35-605         |        |        |    |          |            |       |    |            |
| (611)               | 0.03   | 20   | R  |       |     | From  | 35-729         |        |        |    |          | NA         |       | NA | 1999       |
|                     |        |      |    |       |     | To    | Dead End       |        |        |    |          |            |       |    |            |
| (612)               | 0.03   | NA   |    |       |     | From  | 35-730         |        |        |    |          | NA         |       | NA |            |
|                     |        |      |    |       |     | To    | 35-772 WEST    |        |        |    |          |            |       |    |            |
| (612)               | 0.35   | 20   | R  |       |     | From  | 35-772 EAST    |        |        |    |          | NA         |       | NA | 05/21/2002 |
|                     |        |      |    |       |     |       |                |        |        |    |          |            |       |    |            |
| (613)               | 0.39   | 590  | R  |       |     | From  | US 460         |        |        |    |          | NA         |       | NA | 04/03/2002 |
|                     |        |      |    |       |     | To    | 35-615         |        |        |    |          |            |       |    |            |
| (613)               | 2.50   | 200  | R  |       |     | From  | 35-762         |        |        |    |          | NA         |       | NA | 04/03/2002 |
|                     |        |      |    |       |     | To    | 35-700         |        |        |    |          |            |       |    |            |
| (613)               | 2.08   | 130  | R  |       |     | From  | 0.80 MN 35-700 |        |        |    |          | NA         |       | NA | 04/03/2002 |
|                     |        |      |    |       |     |       |                |        |        |    |          |            |       |    |            |
| (613)               | 0.80   | 290  | R  |       |     | From  | 35-668         |        |        |    |          | NA         |       | NA | 04/03/2002 |
|                     |        |      |    |       |     | To    | 35-721         |        |        |    |          |            |       |    |            |
| (613)               | 5.50   | 20   | R  |       |     | From  | 35-635 WEST    |        |        |    |          | NA         |       | NA | 04/03/2002 |
|                     |        |      |    |       |     | To    | 35-635 EAST    |        |        |    |          |            |       |    |            |
| (613)               | 1.16   | 40   | R  |       |     | From  | 35-723         |        |        |    |          | NA         |       | NA | 04/03/2002 |
|                     |        |      |    |       |     | To    | Dead End       |        |        |    |          |            |       |    |            |
| (614)               | 0.50   | 20   | R  |       |     | From  | Dead End       |        |        |    |          | NA         |       | NA | 04/01/2002 |
|                     |        |      |    |       |     | To    | SR 42          |        |        |    |          |            |       |    |            |
| (615)               | 1.23   | 80   | R  |       |     | From  | 35-613         |        |        |    |          | NA         |       | NA | 04/09/2002 |
|                     |        |      |    |       |     | To    | 35-616         |        |        |    |          |            |       |    |            |
| (615)               | 1.05   | 50   | R  |       |     | From  | 35-678         |        |        |    |          | NA         |       | NA | 04/09/2002 |
|                     |        |      |    |       |     | To    | 35-780         |        |        |    |          |            |       |    |            |
| (615)               | 0.20   | 80   | R  |       |     | From  | US 460         |        |        |    |          | NA         |       | NA | 1995       |
|                     |        |      |    |       |     |       |                |        |        |    |          |            |       |    |            |
| (615)               | 0.86   | 200  | R  |       |     | From  | 35-615         |        |        |    |          | NA         |       | NA | 04/09/2002 |
|                     |        |      |    |       |     | To    | Dead End       |        |        |    |          |            |       |    |            |
| (616)               | 0.20   | 20   | R  |       |     | From  | 35-615         |        |        |    |          | NA         |       | NA | 04/09/2002 |
|                     |        |      |    |       |     | To    | Dead End       |        |        |    |          |            |       |    |            |
| (617)               | 1.45   | 160  | R  |       |     | From  | Dead End       |        |        |    |          | NA         |       | NA | 05/21/2002 |
|                     |        |      |    |       |     | To    | 35-771         |        |        |    |          |            |       |    |            |

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| Route                   | Length | AADT | QA | 4Tire | Bus | Truck |              |        |        | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year  |            |       |     |            |      |
|-------------------------|--------|------|----|-------|-----|-------|--------------|--------|--------|----|----------|----|------------|-------|----|-------|------------|-------|-----|------------|------|
|                         |        |      |    |       |     | 2Axle | 3+Axle       | 1Trail | 2Trail |    |          |    |            |       |    |       |            |       |     |            |      |
| <b>Town of Pembroke</b> |        |      |    |       |     |       |              |        |        |    |          |    |            |       |    |       |            |       |     |            |      |
| (618)                   | 0.03   | 180  | R  |       |     | From  | US 460       |        |        |    |          |    |            |       | NA | NA    | 04/09/2002 |       |     |            |      |
| (618)                   | 0.12   | 150  | R  |       |     | To    | US 460       |        |        |    |          |    |            |       | NA | NA    | 04/09/2002 |       |     |            |      |
|                         |        |      |    |       |     | To    | ECL Pembroke |        |        |    |          |    |            |       |    |       |            |       |     |            |      |
| <b>Giles County</b>     |        |      |    |       |     |       |              |        |        |    |          |    |            |       |    |       |            |       |     |            |      |
| (618)                   | 0.75   | 150  | R  |       |     | From  | ECL Pembroke |        |        |    |          |    |            |       | NA | NA    | 04/09/2002 |       |     |            |      |
| (618)                   | 0.30   | 10   | R  |       |     | To    | 35-686       |        |        |    |          |    |            |       | NA | NA    | 04/09/2002 |       |     |            |      |
|                         |        |      |    |       |     | To    | Dead End     |        |        |    |          |    |            |       |    |       |            |       |     |            |      |
| <b>Town of Pembroke</b> |        |      |    |       |     |       |              |        |        |    |          |    |            |       |    |       |            |       |     |            |      |
| (619)                   | 0.29   | 80   | R  |       |     | From  | US 460       |        |        |    |          |    |            |       | NA | NA    | 04/09/2002 |       |     |            |      |
|                         |        |      |    |       |     | To    | NCL Pembroke |        |        |    |          |    |            |       |    |       |            |       |     |            |      |
| <b>Giles County</b>     |        |      |    |       |     |       |              |        |        |    |          |    |            |       |    |       |            |       |     |            |      |
| (619)                   | 0.32   | 80   | R  |       |     | From  | NCL Pembroke |        |        |    |          |    |            |       | NA | NA    | 04/09/2002 |       |     |            |      |
|                         |        |      |    |       |     | To    | Dead End     |        |        |    |          |    |            |       |    |       |            |       |     |            |      |
| (620)                   | 0.43   | 40   | R  |       |     | From  | Dead End     |        |        |    |          |    |            |       | NA | NA    | 05/15/2002 |       |     |            |      |
|                         |        |      |    |       |     | To    | 35-622       |        |        |    |          |    |            |       |    |       |            |       |     |            |      |
| (621)                   | 0.70   | 40   | R  |       |     | From  | 35-622       |        |        |    |          |    |            |       | NA | NA    | 05/15/2002 |       |     |            |      |
|                         |        |      |    |       |     | To    | 35-730       |        |        |    |          |    |            |       |    |       |            |       |     |            |      |
| (622)                   | 0.40   | 6    | R  |       |     | From  | Dead End     |        |        |    |          |    |            |       | NA | NA    | 04/29/2002 |       |     |            |      |
|                         |        |      |    |       |     | To    | SR 100 NORTH |        |        |    |          |    |            |       |    |       |            |       |     |            |      |
| (622)                   | 0.36   | 440  | G  |       |     | From  | SR 100 SOUTH |        |        |    |          |    |            |       | C  | 0.118 | F          | 0.653 | 450 | G          | 2003 |
|                         |        |      |    |       |     | To    | 35-658       |        |        |    |          |    |            |       |    |       |            |       |     |            |      |
| (622)                   | 1.87   | 190  | G  |       |     | From  | 94%          | 1%     | 4%     | 1% | 0%       | 0% |            |       | F  | 0.151 | F          | 0.632 | 200 | G          | 2003 |
|                         |        |      |    |       |     | To    | 35-658       |        |        |    |          |    |            |       |    |       |            |       |     |            |      |
| (622)                   | 3.65   | 70   | G  |       |     | From  | 94%          | 1%     | 4%     | 1% | 0%       | 0% |            |       | F  | 0.14  | F          | 0.5   | 70  | G          | 2003 |
|                         |        |      |    |       |     | To    | 35-708       |        |        |    |          |    |            |       |    |       |            |       |     |            |      |
| (622)                   | 2.35   | 120  | G  |       |     | From  | 94%          | 1%     | 4%     | 1% | 0%       | 0% |            |       | F  | 0.113 | F          | 0.5   | 120 | G          | 2003 |
|                         |        |      |    |       |     | To    | 35-623 WEST  |        |        |    |          |    |            |       |    |       |            |       |     |            |      |
| (622)                   | 0.35   | 210  | G  |       |     | From  | 94%          | 1%     | 4%     | 1% | 0%       | 0% |            |       | F  | 0.121 | F          | 0.52  | 210 | G          | 2003 |
|                         |        |      |    |       |     | To    | 35-699       |        |        |    |          |    |            |       |    |       |            |       |     |            |      |
| (622)                   | 0.23   | 210  | G  |       |     | From  | 94%          | 1%     | 4%     | 1% | 0%       | 0% |            |       | F  | 0.127 | F          | 0.604 | 220 | G          | 2003 |
|                         |        |      |    |       |     | To    | 35-730 EAST  |        |        |    |          |    |            |       |    |       |            |       |     |            |      |
| (622)                   | 0.20   | 70   | R  |       |     | From  | 35-730 WEST  |        |        |    |          |    |            |       |    | NA    | NA         | NA    | NA  | 05/15/2002 |      |
|                         |        |      |    |       |     | To    | 35-707       |        |        |    |          |    |            |       |    |       |            |       |     |            |      |
| (622)                   | 3.36   | 60   | R  |       |     | From  | 35-767       |        |        |    |          |    |            |       |    | NA    | NA         | NA    | NA  | 05/15/2002 |      |
|                         |        |      |    |       |     | To    | 35-767       |        |        |    |          |    |            |       |    |       |            |       |     |            |      |
| (622)                   | 3.60   | 460  | R  |       |     | From  | 35-663       |        |        |    |          |    |            |       |    | NA    | NA         | NA    | NA  | 05/15/2002 |      |
|                         |        |      |    |       |     | To    | 35-654       |        |        |    |          |    |            |       |    |       |            |       |     |            |      |
| (622)                   | 0.52   | 620  | G  |       |     | From  | 94%          | 1%     | 4%     | 1% | 0%       | 0% |            |       | F  | 0.103 | F          | 0.798 | 630 | G          | 2003 |
|                         |        |      |    |       |     | To    | 35-730 WEST  |        |        |    |          |    |            |       |    |       |            |       |     |            |      |
| (623)                   | 3.00   | 50   | R  |       |     | From  | 35-663       |        |        |    |          |    |            |       |    | NA    | NA         | NA    | NA  | 05/15/2002 |      |
|                         |        |      |    |       |     | To    | 35-622 WEST  |        |        |    |          |    |            |       |    |       |            |       |     |            |      |
| (623)                   | 1.40   | 330  | G  |       |     | From  | 98%          | 1%     | 1%     | 0% | 0%       | 0% |            |       | F  | 0.104 | F          | 0.618 | 330 | G          | 2003 |
|                         |        |      |    |       |     | To    | 35-622 EAST  |        |        |    |          |    |            |       |    |       |            |       |     |            |      |
| (623)                   |        |      |    |       |     | To    | 35-745       |        |        |    |          |    |            |       |    |       |            |       |     |            |      |

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| Route                   | Length | AADT | QA | 4Tire | Bus | Truck                       |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year  |      |            |      |
|-------------------------|--------|------|----|-------|-----|-----------------------------|--------|--------|--------|----|----------|------------|-------|----|-------|------|------------|------|
|                         |        |      |    |       |     | 2Axle                       | 3+Axle | 1Trail | 2Trail |    |          |            |       |    |       |      |            |      |
| <b>Giles County</b>     |        |      |    |       |     |                             |        |        |        |    |          |            |       |    |       |      |            |      |
| (623)                   | 1.46   | 520  | G  | 98%   |     | From 35-745                 | 1%     | 1%     | 0%     | 0% | 0%       | F          | 0.106 | F  | 0.661 | 530  | G          | 2003 |
|                         |        |      |    |       |     | To SCL Pembroke             |        |        |        |    |          |            |       |    |       |      |            |      |
| <b>Town of Pembroke</b> |        |      |    |       |     |                             |        |        |        |    |          |            |       |    |       |      |            |      |
| (623)                   | 0.42   | 860  | G  | 98%   |     | From SCL Pembroke           | 1%     | 1%     | 0%     | 0% | 0%       | F          | 0.103 | F  | 0.62  | 880  | G          | 2003 |
|                         |        |      |    |       |     | To 35-1404 EAST             |        |        |        |    |          |            |       |    |       |      |            |      |
| (623)                   | 0.08   | 1000 | G  | 98%   |     | From 35-1404 WEST           | 1%     | 1%     | 0%     | 0% | 0%       | F          | 0.103 | F  | 0.507 | 1000 | G          | 2003 |
| (623)                   | 1.07   | 1300 | G  | 98%   |     | From US 460                 | 1%     | 1%     | 0%     | 0% | 0%       | C          | 0.102 | F  | 0.576 | 1300 | G          | 2003 |
|                         |        |      |    |       |     | To 35-688; NCL Pembroke     |        |        |        |    |          |            |       |    |       |      |            |      |
| <b>Giles County</b>     |        |      |    |       |     |                             |        |        |        |    |          |            |       |    |       |      |            |      |
| (623)                   | 1.10   | 380  | G  | 98%   |     | From 35-688; NCL Pembroke   | 1%     | 1%     | 0%     | 0% | 0%       | F          | 0.11  | F  | 0.536 | 390  | G          | 2003 |
|                         |        |      |    |       |     | To 35-624                   |        |        |        |    |          |            |       |    |       |      |            |      |
| (623)                   | 1.10   | 290  | R  |       |     | From Dead End               |        |        |        |    |          | NA         |       |    | NA    |      | 04/09/2002 |      |
|                         |        |      |    |       |     | To Dead End                 |        |        |        |    |          |            |       |    |       |      |            |      |
| (624)                   | 0.50   | 10   | R  |       |     | From 35-623                 |        |        |        |    |          | NA         |       |    | NA    |      | 04/09/2002 |      |
|                         |        |      |    |       |     | To Dead End                 |        |        |        |    |          |            |       |    |       |      |            |      |
| (625)                   | 0.50   | 200  | R  |       |     | From Montgomery County Line |        |        |        |    |          | NA         |       |    | NA    |      | 05/21/2002 |      |
|                         |        |      |    |       |     | To 0.50 MN OF CL            |        |        |        |    |          |            |       |    |       |      |            |      |
| (625)                   | 1.30   | 90   | R  |       |     | From 35-605                 |        |        |        |    |          | NA         |       |    | NA    |      | 05/21/2002 |      |
|                         |        |      |    |       |     | To 35-682                   |        |        |        |    |          |            |       |    |       |      |            |      |
| (625)                   | 0.10   | 30   | R  |       |     | From 0.10 ME 35-682         |        |        |        |    |          | NA         |       |    | NA    |      | 05/21/2002 |      |
|                         |        |      |    |       |     | To 35-730 WEST              |        |        |        |    |          |            |       |    |       |      |            |      |
| (625)                   | 0.70   | 40   | R  |       |     | From 35-730 EAST            |        |        |        |    |          | NA         |       |    | NA    |      | 05/21/2002 |      |
|                         |        |      |    |       |     | To 0.77 MW 35-730           |        |        |        |    |          |            |       |    |       |      |            |      |
| (625)                   | 0.93   | 150  | R  |       |     | From US 460                 |        |        |        |    |          | NA         |       |    | NA    |      | 05/21/2002 |      |
|                         |        |      |    |       |     | To Cul-de-Sac               |        |        |        |    |          |            |       |    |       |      |            |      |
| (626)                   | 0.90   | 480  | R  |       |     | From SCL Pembroke           |        |        |        |    |          | NA         |       |    | NA    |      | 05/21/2002 |      |
|                         |        |      |    |       |     | To SCL Pembroke             |        |        |        |    |          |            |       |    |       |      |            |      |
| <b>Town of Pembroke</b> |        |      |    |       |     |                             |        |        |        |    |          |            |       |    |       |      |            |      |
| (626)                   | 0.03   | 480  | R  |       |     | From SCL Pembroke           |        |        |        |    |          | NA         |       |    | NA    |      | 04/17/2002 |      |
|                         |        |      |    |       |     | To 35-1407                  |        |        |        |    |          |            |       |    |       |      |            |      |
| (626)                   | 0.11   | 700  | R  |       |     | From 35-1405                |        |        |        |    |          | NA         |       |    | NA    |      | 04/17/2002 |      |
|                         |        |      |    |       |     | To 35-1405                  |        |        |        |    |          |            |       |    |       |      |            |      |
| (626)                   | 0.30   | 1100 | R  |       |     | From US 460 EAST            |        |        |        |    |          | NA         |       |    | NA    |      | 04/17/2002 |      |
|                         |        |      |    |       |     | To US 460 WEST              |        |        |        |    |          |            |       |    |       |      |            |      |
| (626)                   | 0.49   | 600  | G  | 99%   |     | From 35-623 SOUTH           | 0%     | 1%     | 0%     | 0% | 0%       | C          | 0.122 | F  | 0.533 | 610  | G          | 2003 |
|                         |        |      |    |       |     | To 35-623 NORTH             |        |        |        |    |          |            |       |    |       |      |            |      |
| (626)                   | 0.10   | 100  | R  |       |     | From NCL Pembroke           |        |        |        |    |          | NA         |       |    | NA    |      | 04/09/2002 |      |
|                         |        |      |    |       |     | To NCL Pembroke             |        |        |        |    |          |            |       |    |       |      |            |      |

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| Route                   | Length | AADT | QA | 4Tire | Bus | Truck |                |        |        | QC | K Factor | Dir Factor | AAWDT | QW   | Year |            |
|-------------------------|--------|------|----|-------|-----|-------|----------------|--------|--------|----|----------|------------|-------|------|------|------------|
|                         |        |      |    |       |     | 2Axle | 3+Axle         | 1Trail | 2Trail |    |          |            |       |      |      |            |
| <b>Giles County</b>     |        |      |    |       |     |       |                |        |        |    |          |            |       |      |      |            |
| (626)                   | 0.20   | 100  | R  |       |     | From  | NCL Pembroke   |        |        |    |          |            |       | NA   |      | 04/09/2002 |
| (626)                   | 2.31   | 20   | R  |       |     | To    | 35-766         |        |        |    |          |            |       | NA   |      | 04/09/2002 |
| (626)                   | 0.09   | 30   | R  |       |     | To    | 2.31 MW 35-766 |        |        |    |          |            |       | NA   |      | 04/09/2002 |
| (626)                   | 0.60   | 100  | R  |       |     | From  | 35-635 SOUTH   |        |        |    |          |            |       | NA   |      | 04/11/2002 |
| (626)                   | 0.05   | 40   | R  |       |     | To    | 35-635 NORTH   |        |        |    |          |            |       | NA   |      | 04/11/2002 |
| (627)                   | 0.06   | 40   | R  |       |     | From  | Dead End       |        |        |    |          |            |       | NA   |      | 04/11/2002 |
| (627)                   | 1.01   | 40   | R  |       |     | To    | 35-635         |        |        |    |          |            |       | NA   |      | 04/11/2002 |
| (628)                   | 0.80   | 90   | R  |       |     | From  | 0.05 ME 35-635 |        |        |    |          |            |       | NA   |      | 04/11/2002 |
| (628)                   | 0.05   | 20   | R  |       |     | To    | 0.11 ME 35-635 |        |        |    |          |            |       | NA   |      | 04/11/2002 |
| (629)                   | 0.27   | 10   | R  |       |     | From  | Dead End       |        |        |    |          |            |       | NA   |      | 04/11/2002 |
| (630)                   | 0.07   | 10   | R  |       |     | To    | 35-635         |        |        |    |          |            |       | NA   |      | 04/11/2002 |
| <b>Town of Pembroke</b> |        |      |    |       |     |       |                |        |        |    |          |            |       |      |      |            |
| (631)                   | 0.06   | 20   | R  |       |     | From  | Dead End       |        |        |    |          |            |       | NA   |      | 04/17/2002 |
| (631)                   | 0.12   | 90   | R  |       |     | To    | 35-747         |        |        |    |          |            |       | NA   |      | 04/17/2002 |
| (631)                   | 0.35   | 1000 | G  | 97%   | 0%  | 2%    | 0%             | 1%     | 0%     | C  | 0.115    | F          | 0.517 | 1100 | G    | 2003       |
| (634)                   | 0.96   | 430  | G  | 97%   | 0%  | 2%    | 0%             | 1%     | 0%     | F  | 0.105    | F          | 0.633 | 440  | G    | 2003       |
| (634)                   | 0.23   | 300  | G  | 97%   | 0%  | 2%    | 0%             | 1%     | 0%     | F  | 0.11     | F          | 0.694 | 300  | G    | 2003       |
| (634)                   | 1.50   | 90   | G  | 97%   | 0%  | 2%    | 0%             | 1%     | 0%     | F  | 0.404    | F          | 0.513 | 90   | G    | 2003       |
| (635)                   | 0.10   | 180  | R  |       |     | From  | 35-808         |        |        |    |          |            |       | NA   |      | 04/17/2002 |
| (635)                   | 0.84   | 1500 | G  | 91%   | 1%  | 2%    | 2%             | 4%     | 0%     | C  | 0.088    | F          | 0.511 | 1500 | G    | 2003       |
| (635)                   | 2.81   | 1300 | G  | 91%   | 1%  | 2%    | 2%             | 4%     | 0%     | F  | 0.086    | F          | 0.534 | 1400 | G    | 2003       |
|                         |        |      |    |       |     | To    | 35-684         |        |        |    |          |            |       |      |      |            |

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Giles Maintenance Area

| Route               | Length | AADT | QA | 4Tire                       | Bus | Truck |        |        |        |             | QC | K Factor | Dir Factor | AAWDT | QW   | Year       |      |
|---------------------|--------|------|----|-----------------------------|-----|-------|--------|--------|--------|-------------|----|----------|------------|-------|------|------------|------|
|                     |        |      |    |                             |     | 2Axle | 3+Axle | 1Trail | 2Trail |             |    |          |            |       |      |            |      |
| <b>Giles County</b> |        |      |    |                             |     |       |        |        |        |             |    |          |            |       |      |            |      |
| (635)               | 1.82   | 1000 | G  | 91%                         | 1%  | 2%    | 2%     | 4%     | 0%     | From 35-684 | F  | 0.094    | F          | 0.548 | 1000 | G          | 2003 |
| (635)               | 0.11   | 580  | R  | From 35-628                 |     |       |        |        |        |             | NA |          |            | NA    |      | 04/11/2002 |      |
| (635)               | 5.68   | 350  | R  | From 35-781                 |     |       |        |        |        |             | NA |          |            | NA    |      | 04/11/2002 |      |
| (635)               | 4.85   | 180  | R  | From 35-804                 |     |       |        |        |        |             | NA |          |            | NA    |      | 04/03/2002 |      |
| (635)               | 1.18   | 120  | R  | From 35-613 WEST            |     |       |        |        |        |             | NA |          |            | NA    |      | 04/03/2002 |      |
| (635)               |        |      |    | To West Virginia State Line |     |       |        |        |        |             |    |          |            |       |      |            |      |
| (636)               | 0.31   | 1300 | R  | From US 460 BUS             |     |       |        |        |        |             | NA |          |            | NA    |      | 1999       |      |
| (636)               | 0.24   | 1100 | R  | From 35-1502                |     |       |        |        |        |             | NA |          |            | NA    |      | 1999       |      |
| (636)               | 0.35   | 400  | R  | From 35-1503 WEST           |     |       |        |        |        |             | NA |          |            | NA    |      | 1999       |      |
| (636)               | 0.06   | 130  | R  | From 35-1506                |     |       |        |        |        |             | NA |          |            | NA    |      | 1999       |      |
| (636)               | 0.37   | 90   | R  | From 35-1503 EAST           |     |       |        |        |        |             | NA |          |            | NA    |      | 1999       |      |
| (636)               | 0.81   | 20   | R  | From 0.37 MS 35-1503        |     |       |        |        |        |             | NA |          |            | NA    |      | 04/11/2002 |      |
| (637)               | 0.29   | 1400 | R  | To Dead End                 |     |       |        |        |        |             | NA |          |            | NA    |      | 04/17/2002 |      |
| (637)               | 0.14   | 400  | R  | From 35-1229                |     |       |        |        |        |             | NA |          |            | NA    |      | 1999       |      |
| (637)               | 0.33   | 400  | R  | From 45-1241                |     |       |        |        |        |             | NA |          |            | NA    |      | 1999       |      |
| (637)               | 1.10   | 70   | R  | From 35-820                 |     |       |        |        |        |             | NA |          |            | NA    |      | 1999       |      |
| (638)               | 0.40   | 180  | R  | To Cul-de-Sac               |     |       |        |        |        |             | NA |          |            | NA    |      | 1999       |      |
| (638)               | 1.30   | 50   | R  | From SR 100                 |     |       |        |        |        |             | NA |          |            | NA    |      | 05/15/2002 |      |
| (639)               | 1.20   | 60   | R  | To 35-1225                  |     |       |        |        |        |             | NA |          |            | NA    |      | 04/01/2002 |      |
| (640)               | 0.63   | 470  | R  | To Dead End                 |     |       |        |        |        |             | NA |          |            | NA    |      | 04/17/2002 |      |
| (640)               | 0.04   | 1600 | R  | From SR 100 WEST            |     |       |        |        |        |             | NA |          |            | NA    |      | 04/17/2002 |      |
| (641)               | 1.70   | 610  | R  | To US 460                   |     |       |        |        |        |             | NA |          |            | NA    |      | 1999       |      |
| (641)               | 1.00   | 180  | R  | From 35-769                 |     |       |        |        |        |             | NA |          |            | NA    |      | 1999       |      |
| (641)               | 1.01   | 60   | R  | From 1.00 ME 35-769         |     |       |        |        |        |             | NA |          |            | NA    |      | 04/11/2002 |      |
|                     |        |      |    | To 2.01 ME 35-769           |     |       |        |        |        |             |    |          |            |       |      |            |      |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck |                              |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year       |
|---------------------------|--------|------|----|-------|-----|-------|------------------------------|--------|--------|----|----------|------------|-------|----|------------|
|                           |        |      |    |       |     | 2Axle | 3+Axle                       | 1Trail | 2Trail |    |          |            |       |    |            |
| <b>Giles County</b>       |        |      |    |       |     |       |                              |        |        |    |          |            |       |    |            |
| (641)                     | 1.39   | 60   | R  |       |     | From  | 2.01 ME 35-769               |        |        |    | NA       |            | NA    | NA | 04/11/2002 |
| (641)                     | 0.06   | 20   | R  |       |     | To    | 3.40 ME 35-769               |        |        |    | NA       |            | NA    | NA | 04/11/2002 |
| (641)                     | 0.50   | 20   | R  |       |     | From  | 3.46 ME 35-769               |        |        |    | NA       |            | NA    | NA | 04/11/2002 |
| (642)                     | 0.19   | 90   | R  |       |     | To    | Dead End                     |        |        |    | NA       |            | NA    | NA | 1999       |
| (642)                     | 0.10   | 260  | R  |       |     | From  | 35-1030                      |        |        |    | NA       |            | NA    | NA | 1999       |
| (642)                     | 0.06   | 50   | R  |       |     | From  | US 219                       |        |        |    | NA       |            | NA    | NA | 1999       |
| (643)                     | 0.60   | 700  | R  |       |     | To    | 35-789                       |        |        |    | NA       |            | NA    | NA | 1999       |
| (643)                     | 2.45   | 340  | R  |       |     | From  | US 460                       |        |        |    | NA       |            | NA    | NA | 1999       |
| (643)                     | 0.50   | 40   | R  |       |     | To    | West Virginia State Line     |        |        |    | NA       |            | NA    | NA | 04/15/2002 |
| (644)                     | 0.40   | 110  | R  |       |     | From  | 35-643                       |        |        |    | NA       |            | NA    | NA | 1999       |
| (644)                     | 1.45   | 100  | R  |       |     | To    | 0.40 ME 35-643               |        |        |    | NA       |            | NA    | NA | 04/15/2002 |
| (645)                     | 1.80   | 330  | R  |       |     | From  | 35-643                       |        |        |    | NA       |            | NA    | NA | 1999       |
| (646)                     | 0.09   | 7    | R  |       |     | To    | US 219                       |        |        |    | NA       |            | NA    | NA | 04/15/2002 |
| (646)                     | 0.06   | 7    | R  |       |     | From  | Dead End                     |        |        |    | NA       |            | NA    | NA | 04/15/2002 |
| (646)                     | 0.03   | 100  | R  |       |     | To    | 0.09 ME Dead End             |        |        |    | NA       |            | NA    | NA | 04/15/2002 |
| (647)                     | 0.43   | 90   | R  |       |     | From  | 35-647                       |        |        |    | NA       |            | NA    | NA | 04/15/2002 |
| (647)                     | 0.03   | 100  | R  |       |     | To    | West Virginia State Line     |        |        |    | NA       |            | NA    | NA | 04/15/2002 |
| (647)                     | 1.92   | 150  | R  |       |     | From  | 0.44 ME OF LINE              |        |        |    | NA       |            | NA    | NA | 1999       |
| (647)                     | 0.29   | 150  | N  |       |     | To    | 35-646                       |        |        |    | NA       |            | NA    | NA | 1999       |
| <b>Town of Rich Creek</b> |        |      |    |       |     |       |                              |        |        |    |          |            |       |    |            |
| (647)                     | 0.29   | 150  | N  |       |     | From  | NCL Rich Creek               |        |        |    | NA       |            | NA    | NA | 1999       |
| (647)                     | 0.03   | 320  | R  |       |     | To    | 35-1024                      |        |        |    |          |            |       |    |            |
| <b>Giles County</b>       |        |      |    |       |     |       |                              |        |        |    |          |            |       |    |            |
| (648)                     | 0.88   | 320  | R  |       |     | From  | West Virginia State Line     |        |        |    | NA       |            | NA    | NA | 1999       |
| (648)                     | 0.03   | 320  | N  |       |     | To    | WCL Glen Lyn                 |        |        |    |          |            |       |    |            |
| <b>Town of Glen Lyn</b>   |        |      |    |       |     |       |                              |        |        |    |          |            |       |    |            |
| (648)                     | 0.11   | 45   | R  |       |     | From  | WCL Glen Lyn                 |        |        |    | NA       |            | NA    | NA | 1999       |
| (648)                     | 0.03   | 320  | N  |       |     | To    | US 460; 35-704; Gap Terminus |        |        |    | NA       |            | NA    | NA | 1999       |
| (648)                     | 0.11   | 45   | R  |       |     | From  | 35-1302                      |        |        |    | NA       |            | NA    | NA | 1999       |

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| Route                   | Length | AADT | QA | 4Tire | Bus | Truck |                          |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year       |
|-------------------------|--------|------|----|-------|-----|-------|--------------------------|--------|--------|----|----------|------------|-------|----|------------|
|                         |        |      |    |       |     | 2Axle | 3+Axle                   | 1Trail | 2Trail |    |          |            |       |    |            |
| <b>Town of Glen Lyn</b> |        |      |    |       |     |       |                          |        |        |    |          |            |       |    |            |
| (648)                   | 0.06   | 10   | R  |       |     | From  | 35-1302                  |        |        |    | NA       |            | NA    | NA | 1999       |
|                         |        |      |    |       |     | To    | West Virginia State Line |        |        |    |          |            |       |    |            |
| (649)                   | 0.46   | 250  | R  |       |     | From  | 35-704                   |        |        |    | NA       |            | NA    | NA | 1999       |
|                         |        |      |    |       |     | To    | 35-1307                  |        |        |    |          |            |       |    |            |
| (649)                   | 0.30   | 300  | R  |       |     | From  | ECL Glen Lyn             |        |        |    | NA       |            | NA    | NA | 1999       |
|                         |        |      |    |       |     | To    |                          |        |        |    |          |            |       |    |            |
| <b>Giles County</b>     |        |      |    |       |     |       |                          |        |        |    |          |            |       |    |            |
| (649)                   | 5.00   | 300  | N  |       |     | From  | ECL Glen Lyn             |        |        |    | NA       |            | NA    | NA | 1999       |
|                         |        |      |    |       |     | To    | 35-651                   |        |        |    |          |            |       |    |            |
| (649)                   | 0.63   | 970  | R  |       |     | From  | WCL Narrows              |        |        |    | NA       |            | NA    | NA | 1999       |
|                         |        |      |    |       |     | To    |                          |        |        |    |          |            |       |    |            |
| (650)                   | 0.20   | 30   | R  |       |     | From  | West Virginia State Line |        |        |    | NA       |            | NA    | NA | 04/15/2002 |
|                         |        |      |    |       |     | To    | 35-648                   |        |        |    |          |            |       |    |            |
| (651)                   | 1.25   | 400  | R  |       |     | From  | Dead End                 |        |        |    | NA       |            | NA    | NA | 1999       |
|                         |        |      |    |       |     | To    | 35-649                   |        |        |    |          |            |       |    |            |
| (652)                   | 0.03   | 30   | R  |       |     | From  | Dead End                 |        |        |    | NA       |            | NA    | NA | 04/17/2002 |
|                         |        |      |    |       |     | To    | 35-710                   |        |        |    |          |            |       |    |            |
| (652)                   | 0.57   | 230  | R  |       |     | From  | SCL Narrows              |        |        |    | NA       |            | NA    | NA | 1999       |
|                         |        |      |    |       |     | To    |                          |        |        |    |          |            |       |    |            |
| (653)                   | 1.60   | 60   | R  |       |     | From  | 35-659                   |        |        |    | NA       |            | NA    | NA | 04/29/2002 |
|                         |        |      |    |       |     | To    | 35-663                   |        |        |    |          |            |       |    |            |
| (654)                   | 4.44   | 40   | R  |       |     | From  | Dead End                 |        |        |    | NA       |            | NA    | NA | 05/13/2002 |
|                         |        |      |    |       |     | To    | 4.44 MN Dead End         |        |        |    |          |            |       |    |            |
| (654)                   | 0.46   | 150  | R  |       |     | From  |                          |        |        |    | NA       |            | NA    | NA | 05/13/2002 |
|                         |        |      |    |       |     | To    | 35-744                   |        |        |    |          |            |       |    |            |
| (654)                   | 0.50   | 280  | R  |       |     | From  |                          |        |        |    | NA       |            | NA    | NA | 05/13/2002 |
|                         |        |      |    |       |     | To    | 35-622                   |        |        |    |          |            |       |    |            |
| (655)                   | 0.43   | 6    | R  |       |     | From  | 35-730                   |        |        |    | NA       |            | NA    | NA | 05/13/2002 |
|                         |        |      |    |       |     | To    | Dead End                 |        |        |    |          |            |       |    |            |
| (656)                   | 1.12   | 40   | R  |       |     | From  | 35-660                   |        |        |    | NA       |            | NA    | NA | 04/29/2002 |
|                         |        |      |    |       |     | To    | Dead End                 |        |        |    |          |            |       |    |            |
| (657)                   | 0.12   | 30   | R  |       |     | From  | 35-660                   |        |        |    | NA       |            | NA    | NA | 04/29/2002 |
|                         |        |      |    |       |     | To    | Dead End                 |        |        |    |          |            |       |    |            |
| (658)                   | 1.04   | 80   | R  |       |     | From  | Dead End                 |        |        |    | NA       |            | NA    | NA | 05/15/2002 |
|                         |        |      |    |       |     | To    | 1.04 MN Dead End         |        |        |    |          |            |       |    |            |
| (658)                   | 0.11   | 90   | R  |       |     | From  |                          |        |        |    | NA       |            | NA    | NA | 05/15/2002 |
|                         |        |      |    |       |     | To    | 35-622                   |        |        |    |          |            |       |    |            |
| (659)                   | 1.80   | 40   | R  |       |     | From  | SR 100 SOUTH             |        |        |    | NA       |            | NA    | NA | 04/29/2002 |
|                         |        |      |    |       |     | To    | 35-660 NORTH             |        |        |    |          |            |       |    |            |
| (659)                   | 2.10   | 50   | R  |       |     | From  |                          |        |        |    | NA       |            | NA    | NA | 04/29/2002 |
|                         |        |      |    |       |     | To    | 35-663 WEST              |        |        |    |          |            |       |    |            |

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Giles Maintenance Area

| Route               | Length | AADT | QA | 4Tire | Bus            | Truck |        |        |        |    | QC             | K Factor | Dir Factor | AAWDT | QW  | Year |            |
|---------------------|--------|------|----|-------|----------------|-------|--------|--------|--------|----|----------------|----------|------------|-------|-----|------|------------|
|                     |        |      |    |       |                | 2Axle | 3+Axle | 1Trail | 2Trail |    |                |          |            |       |     |      |            |
| <b>Giles County</b> |        |      |    |       |                |       |        |        |        |    |                |          |            |       |     |      |            |
| (659)               | 0.12   | 210  | G  | 91%   | 1%             | 6%    | 1%     | 1%     | 0%     |    | C              | 0.101    | F          | 0.619 | 210 | G    | 2003       |
|                     |        |      |    | From  | 35-663 WEST    |       |        |        |        | To | 35-663 EAST    |          |            |       |     |      |            |
| (659)               | 0.05   | 60   | R  |       |                |       |        |        |        |    |                | NA       |            |       |     |      | 04/29/2002 |
| (659)               | 0.88   | 60   | R  |       |                |       |        |        |        |    |                | NA       |            |       |     |      | 04/29/2002 |
| (659)               | 0.04   | 70   | R  |       |                |       |        |        |        |    |                | NA       |            |       |     |      | 04/29/2002 |
|                     |        |      |    | From  | 0.06 MN 35-663 |       |        |        |        | To | 0.93 MN 35-663 |          |            |       |     |      |            |
|                     |        |      |    | From  | SR 100 NORTH   |       |        |        |        | To | SR 100         |          |            |       |     |      |            |
| (660)               | 0.60   | 20   | R  |       |                |       |        |        |        |    |                | Dead End |            |       |     |      |            |
| (660)               | 1.10   | 200  | G  | 92%   | 2%             | 4%    | 1%     | 0%     | 0%     |    |                | NA       |            |       |     |      | 04/29/2002 |
| (660)               | 0.60   | 320  | G  | 92%   | 2%             | 4%    | 1%     | 0%     | 0%     |    | C              | NA       |            |       |     |      | 2003       |
| (660)               | 0.37   | 390  | G  | 92%   | 2%             | 4%    | 1%     | 0%     | 0%     |    |                | 330      |            |       |     |      | G          |
| (660)               | 0.28   | 180  | G  | 99%   | 0%             | 0%    | 0%     | 0%     | 0%     |    | F              | 0.123    | F          | 0.618 | 400 | G    | 2003       |
| (660)               |        |      |    | From  | 35-734         |       |        |        |        | To | SR 100         |          |            |       |     |      |            |
| (661)               | 0.40   | 30   | R  |       |                |       |        |        |        |    |                | NA       |            |       |     |      | 04/29/2002 |
| (661)               | 0.75   | 10   | R  |       |                |       |        |        |        |    |                | NA       |            |       |     |      |            |
| (662)               | 1.40   | 50   | R  |       |                |       |        |        |        |    |                | NA       |            |       |     |      | 04/29/2002 |
| (663)               | 2.10   | 80   | R  |       |                |       |        |        |        |    |                | NA       |            |       |     |      |            |
| (663)               | 2.47   | 70   | G  | 89%   | 1%             | 7%    | 2%     | 1%     | 0%     |    | F              | 0.14     | F          | 0.556 | 70  | G    | 2003       |
| (663)               | 1.20   | 120  | G  | 89%   | 1%             | 7%    | 2%     | 1%     | 0%     |    | F              | 0.122    | F          | 0.5   | 130 | G    | 2003       |
| (663)               | 0.46   | 180  | G  | 89%   | 1%             | 7%    | 2%     | 1%     | 0%     |    | F              | 0.124    | F          | 0.66  | 180 | G    | 2003       |
| (663)               |        |      |    | From  | 35-664         |       |        |        |        | To | 35-659 WEST    |          |            |       |     |      |            |
| (663)               |        |      |    | From  | 35-659 EAST    |       |        |        |        | To | 35-653         |          |            |       |     |      |            |
| (663)               | 0.37   | 410  | G  | 89%   | 1%             | 7%    | 2%     | 1%     | 0%     |    | C              | 0.106    | F          | 0.535 | 420 | G    | 2003       |
| (663)               | 1.20   | 160  | R  |       |                |       |        |        |        |    |                | NA       |            |       |     |      | 05/15/2002 |
| (663)               | 2.30   | 50   | R  |       |                |       |        |        |        |    |                | NA       |            |       |     |      | 05/15/2002 |
| (664)               | 2.15   | 40   | R  |       |                |       |        |        |        |    |                | NA       |            |       |     |      | 04/29/2002 |
| (665)               | 1.85   | 170  | R  |       |                |       |        |        |        |    |                | NA       |            |       |     |      | 04/29/2002 |
|                     |        |      |    | From  | 35-663         |       |        |        |        | To | 35-664         |          |            |       |     |      |            |

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Giles Maintenance Area

| Route               | Length | AADT | QA | 4Tire | Bus | Truck |                    |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year       |
|---------------------|--------|------|----|-------|-----|-------|--------------------|--------|--------|----|----------|------------|-------|----|------------|
|                     |        |      |    |       |     | 2Axle | 3+Axle             | 1Trail | 2Trail |    |          |            |       |    |            |
| <b>Giles County</b> |        |      |    |       |     |       |                    |        |        |    |          |            |       |    |            |
| (665)               | 2.28   | 300  | R  |       |     | From  | 35-664             |        |        |    |          | NA         |       | NA | 04/29/2002 |
| (665)               | 0.65   | 670  | R  |       |     | To    | 35-794 WEST        |        |        |    |          | NA         |       | NA | 04/29/2002 |
| (666)               | 0.40   | 20   | R  |       |     | To    | SR 100             |        |        |    |          | NA         |       | NA | 04/29/2002 |
| (666)               | 0.01   | 48   | R  |       |     | From  | Dead End           |        |        |    |          | NA         |       | NA | 04/29/2002 |
| (666)               | 1.09   | 40   | R  |       |     | From  | SR 42 WEST         |        |        |    |          | NA         |       | NA | 04/29/2002 |
| (666)               |        |      |    |       |     | From  | SR 42 EAST         |        |        |    |          | NA         |       | NA | 04/29/2002 |
| (667)               | 3.80   | 70   | R  |       |     | From  | 0.01 MS SR 42      |        |        |    |          | NA         |       | NA | 04/29/2002 |
| (667)               |        |      |    |       |     | To    | Dead End           |        |        |    |          | NA         |       | NA | 04/29/2002 |
| (667)               |        |      |    |       |     | From  | 35-670 WEST        |        |        |    |          | NA         |       | NA | 04/29/2002 |
| (667)               |        |      |    |       |     | To    | Jeff Natl For Bndy |        |        |    |          | NA         |       | NA | 04/29/2002 |
| (668)               | 0.17   | 30   | R  |       |     | From  | 35-613             |        |        |    |          | NA         |       | NA | 04/03/2002 |
| (668)               |        |      |    |       |     | To    | Dead End           |        |        |    |          | NA         |       | NA | 04/03/2002 |
| (669)               | 1.14   | 6    | R  |       |     | From  | Dead End           |        |        |    |          | NA         |       | NA | 04/29/2002 |
| (669)               | 0.21   | 30   | R  |       |     | To    | 1.14 ME Dead End   |        |        |    |          | NA         |       | NA | 04/29/2002 |
| (669)               |        |      |    |       |     | From  | 35-670 WEST        |        |        |    |          | NA         |       | NA | 04/29/2002 |
| (669)               |        |      |    |       |     | From  | 35-670 EAST        |        |        |    |          | NA         |       | NA | 04/29/2002 |
| (670)               | 0.40   | 100  | R  |       |     | To    | 35-667             |        |        |    |          | NA         |       | NA | 04/29/2002 |
| (670)               |        |      |    |       |     | From  | Bland County Line  |        |        |    |          | NA         |       | NA | 04/29/2002 |
| (670)               | 0.30   | 100  | R  |       |     | To    | 0.40 MN OF CL      |        |        |    |          | NA         |       | NA | 04/29/2002 |
| (670)               |        |      |    |       |     | From  | 35-667 WEST        |        |        |    |          | NA         |       | NA | 04/29/2002 |
| (670)               | 3.05   | 140  | R  |       |     | To    | 35-667 EAST        |        |        |    |          | NA         |       | NA | 04/29/2002 |
| (670)               | 0.53   | 280  | R  |       |     | To    | SR 42              |        |        |    |          | NA         |       | NA | 04/29/2002 |
| (671)               | 3.50   | 110  | R  |       |     | From  | 35-724 EAST        |        |        |    |          | NA         |       | NA | 1999       |
| (671)               |        |      |    |       |     | To    | 35-724 WEST        |        |        |    |          | NA         |       | NA | 1999       |
| (672)               | 0.05   | 120  | R  |       |     | From  | 35-724             |        |        |    |          | NA         |       | NA | 1999       |
| (672)               | 0.05   | 50   | R  |       |     | To    | 35-795             |        |        |    |          | NA         |       | NA | 1999       |
| (672)               | 0.90   | 50   | R  |       |     | From  | 0.05 MN 35-795     |        |        |    |          | NA         |       | NA | 04/15/2002 |
| (672)               |        |      |    |       |     | To    | Dead End           |        |        |    |          | NA         |       | NA | 04/15/2002 |
| (673)               | 1.00   | 40   | R  |       |     | From  | Dead End           |        |        |    |          | NA         |       | NA | 04/15/2002 |
| (673)               | 0.25   | 90   | R  |       |     | To    | SR 61              |        |        |    |          | NA         |       | NA | 04/15/2002 |
| (673)               |        |      |    |       |     | From  | 35-724             |        |        |    |          | NA         |       | NA | 04/15/2002 |

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| Route               | Length | AADT | QA | 4Tire | Bus | Truck |                          |        |        | QC | K Factor | Dir Factor | AAWDT | QW  | Year       |      |
|---------------------|--------|------|----|-------|-----|-------|--------------------------|--------|--------|----|----------|------------|-------|-----|------------|------|
|                     |        |      |    |       |     | 2Axle | 3+Axle                   | 1Trail | 2Trail |    |          |            |       |     |            |      |
| <b>Giles County</b> |        |      |    |       |     |       |                          |        |        |    |          |            |       |     |            |      |
| (674)               | 0.46   | 50   | R  |       |     | From  | Dead End                 |        |        |    | NA       |            | NA    | NA  | 04/17/2002 |      |
| (674)               | 0.41   | NA   |    |       |     | To    | 0.46 MN Dead End         |        |        |    | NA       |            | NA    | NA  |            |      |
| (675)               | 0.20   | 40   | R  |       |     | From  | SR 61                    |        |        |    | NA       |            | NA    | NA  | 04/15/2002 |      |
| (676)               | 1.20   | 50   | R  |       |     | To    | 35-724                   |        |        |    | NA       |            | NA    | NA  | 04/15/2002 |      |
| (678)               | 0.69   | 90   | R  |       |     | From  | Dead End                 |        |        |    | NA       |            | NA    | NA  | 04/09/2002 |      |
| (678)               | 0.15   | 20   | R  |       |     | To    | 35-724                   |        |        |    | NA       |            | NA    | NA  | 04/09/2002 |      |
| (678)               |        |      |    |       |     | From  | US 460                   |        |        |    | NA       |            | NA    | NA  |            |      |
| (679)               | 0.20   | 20   | R  |       |     | To    | 0.69 MN US 460           |        |        |    | NA       |            | NA    | NA  | 04/09/2002 |      |
| (679)               |        |      |    |       |     | From  | West Virginia State Line |        |        |    | NA       |            | NA    | NA  |            |      |
| (679)               | 0.20   | 20   | R  |       |     | To    | 35-704                   |        |        |    | NA       |            | NA    | NA  | 04/15/2002 |      |
| (679)               | 1.00   | 30   | R  |       |     | From  | 35-725                   |        |        |    | NA       |            | NA    | NA  | 04/15/2002 |      |
| (679)               | 1.20   | 20   | R  |       |     | To    | 35-649                   |        |        |    | NA       |            | NA    | NA  | 04/15/2002 |      |
| (680)               | 0.26   | 60   | R  |       |     | From  | 35-640                   |        |        |    | NA       |            | NA    | NA  | 04/17/2002 |      |
| (681)               | 0.20   | 40   | R  |       |     | To    | Dead End                 |        |        |    | NA       |            | NA    | NA  | 05/15/2002 |      |
| (681)               |        |      |    |       |     | From  | SR 100                   |        |        |    | NA       |            | NA    | NA  |            |      |
| (683)               | 0.11   | 40   | R  |       |     | To    | Dead End                 |        |        |    | NA       |            | NA    | NA  | 04/11/2002 |      |
| (682)               | 0.20   | 260  | G  | 97%   | 1%  | 2%    | 0%                       | 0%     | 0%     | C  | 0.13     | F          | 0.552 | 260 | G          | 2003 |
| (683)               |        |      |    |       |     | To    | 35-730                   |        |        |    |          |            |       |     |            |      |
| (683)               | 0.11   | 40   | R  |       |     | From  | 35-720                   |        |        |    | NA       |            | NA    | NA  | 04/11/2002 |      |
| (683)               | 0.21   | 20   | R  |       |     | To    | 0.11 MN 35-720           |        |        |    | NA       |            | NA    | NA  | 04/11/2002 |      |
| (684)               | 0.89   | 20   | R  |       |     | From  | Dead End                 |        |        |    | NA       |            | NA    | NA  | 04/11/2002 |      |
| (684)               | 0.91   | 320  | R  |       |     | To    | 0.89 MN Dead End         |        |        |    | NA       |            | NA    | NA  | 04/11/2002 |      |
| (684)               | 0.16   | 320  | R  |       |     | From  | 35-720                   |        |        |    | NA       |            | NA    | NA  | 04/11/2002 |      |
| (684)               | 0.90   | 130  | R  |       |     | To    | 35-635                   |        |        |    | NA       |            | NA    | NA  | 04/11/2002 |      |
| (685)               | 0.26   | 40   | R  |       |     | From  | 35-601                   |        |        |    | NA       |            | NA    | NA  | 04/01/2002 |      |
| (686)               | 0.04   | 50   | R  |       |     | To    | 35-602                   |        |        |    | NA       |            | NA    | NA  | 04/09/2002 |      |
| (686)               |        |      |    |       |     | From  | Dead End                 |        |        |    | NA       |            | NA    | NA  |            |      |
| (687)               |        |      |    |       |     | To    | 35-618                   |        |        |    | NA       |            | NA    | NA  | 04/09/2002 |      |
| (687)               |        |      |    |       |     | From  | ECL Narrows              |        |        |    | NA       |            | NA    | NA  | 1999       |      |
| (687)               |        |      |    |       |     | To    | Dead End                 |        |        |    | NA       |            | NA    | NA  |            |      |

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| Route                   | Length | AADT | QA | 4Tire | Bus | Truck |                  |        |        | QC | K Factor | Dir Factor | AAWDT | QW  | Year |            |
|-------------------------|--------|------|----|-------|-----|-------|------------------|--------|--------|----|----------|------------|-------|-----|------|------------|
|                         |        |      |    |       |     | 2Axle | 3+Axle           | 1Trail | 2Trail |    |          |            |       |     |      |            |
| <b>Giles County</b>     |        |      |    |       |     |       |                  |        |        |    |          |            |       |     |      |            |
| (688)                   | 1.04   | 40   | R  |       |     | From  | 35-623           |        |        |    |          |            |       | NA  | NA   | 04/09/2002 |
|                         |        |      |    |       |     | To    | Dead End         |        |        |    |          |            |       |     |      |            |
| (689)                   | 0.60   | 60   | R  |       |     | From  | 35-730           |        |        |    |          |            |       | NA  | NA   | 05/15/2002 |
|                         |        |      |    |       |     | To    | 35-622           |        |        |    |          |            |       |     |      |            |
| (690)                   | 0.70   | 6    | R  |       |     | From  | SR 100           |        |        |    |          |            |       | NA  | NA   | 04/29/2002 |
|                         |        |      |    |       |     | To    | Dead End         |        |        |    |          |            |       |     |      |            |
| (691)                   | 0.20   | 50   | R  |       |     | From  | Dead End         |        |        |    |          |            |       | NA  | NA   | 05/21/2002 |
|                         |        |      |    |       |     | To    | 35-813           |        |        |    |          |            |       |     |      |            |
| (692)                   | 0.46   | 40   | R  |       |     | From  | Dead End         |        |        |    |          |            |       | NA  | NA   | 05/13/2002 |
|                         |        |      |    |       |     | To    | 0.46 MN Dead End |        |        |    |          |            |       |     |      |            |
| (692)                   | 0.08   | 40   | R  |       |     | From  | SR 100           |        |        |    |          |            |       | NA  | NA   | 05/13/2002 |
|                         |        |      |    |       |     | To    | Dead End         |        |        |    |          |            |       |     |      |            |
| (693)                   | 0.18   | 20   | R  |       |     | From  | Dead End         |        |        |    |          |            |       | NA  | NA   | 04/17/2002 |
|                         |        |      |    |       |     | To    | 35-605           |        |        |    |          |            |       |     |      |            |
| (694)                   | 0.50   | 10   | R  |       |     | From  | 35-615           |        |        |    |          |            |       | NA  | NA   | 04/09/2002 |
|                         |        |      |    |       |     | To    | Dead End         |        |        |    |          |            |       |     |      |            |
| <b>Town of Pembroke</b> |        |      |    |       |     |       |                  |        |        |    |          |            |       |     |      |            |
| (695)                   | 0.20   | 110  | R  |       |     | From  | 35-626           |        |        |    |          |            |       | NA  | NA   | 04/09/2002 |
|                         |        |      |    |       |     | To    | 35-623           |        |        |    |          |            |       |     |      |            |
| <b>Giles County</b>     |        |      |    |       |     |       |                  |        |        |    |          |            |       |     |      |            |
| (696)                   | 0.08   | 30   | R  |       |     | From  | Dead End         |        |        |    |          |            |       | NA  | NA   | 05/13/2002 |
|                         |        |      |    |       |     | To    | 35-750           |        |        |    |          |            |       |     |      |            |
| (697)                   | 0.04   | 10   | R  |       |     | From  | Dead End         |        |        |    |          |            |       | NA  | NA   | 04/29/2002 |
|                         |        |      |    |       |     | To    | SR 100           |        |        |    |          |            |       |     |      |            |
| (698)                   | 0.10   | 40   | R  |       |     | From  | 35-796           |        |        |    |          |            |       | NA  | NA   | 04/01/2002 |
|                         |        |      |    |       |     | To    | Dead End         |        |        |    |          |            |       |     |      |            |
| (699)                   | 0.60   | 20   | R  |       |     | From  | 35-622           |        |        |    |          |            |       | NA  | NA   | 05/15/2002 |
|                         |        |      |    |       |     | To    | Dead End         |        |        |    |          |            |       |     |      |            |
| (700)                   | 0.32   | 760  | G  | 96%   | 0%  | 2%    | 1%               | 1%     | 0%     | C  | 0.096    | F          | 0.72  | 770 | G    | 2003       |
|                         |        |      |    |       |     |       | From             | US 460 |        |    |          |            |       |     |      |            |
| (700)                   | 6.35   | 160  | G  | 96%   | 0%  | 2%    | 1%               | 1%     | 0%     | F  | 0.203    | F          | 0.714 | 160 | G    | 2003       |
|                         |        |      |    |       |     |       | To               | 35-604 |        |    |          |            |       |     |      |            |
|                         |        |      |    |       |     |       | To               | 35-613 |        |    |          |            |       |     |      |            |
| (701)                   | 0.15   | 30   | R  |       |     | From  | Dead End         |        |        |    |          |            |       | NA  | NA   | 04/17/2002 |
|                         |        |      |    |       |     | To    | SCL Pembroke     |        |        |    |          |            |       |     |      |            |
| <b>Town of Pembroke</b> |        |      |    |       |     |       |                  |        |        |    |          |            |       |     |      |            |
| (701)                   | 0.18   | 30   | R  |       |     | From  | SCL Pembroke     |        |        |    |          |            |       | NA  | NA   | 04/17/2002 |
|                         |        |      |    |       |     | To    | US 460           |        |        |    |          |            |       |     |      |            |
| <b>Giles County</b>     |        |      |    |       |     |       |                  |        |        |    |          |            |       |     |      |            |
| (702)                   | 0.40   | 10   | R  |       |     | From  | 35-601           |        |        |    |          |            |       | NA  | NA   | 04/01/2002 |
|                         |        |      |    |       |     | To    | Dead End         |        |        |    |          |            |       |     |      |            |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck |                |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year       |
|---------------------------|--------|------|----|-------|-----|-------|----------------|--------|--------|----|----------|------------|-------|----|------------|
|                           |        |      |    |       |     | 2Axle | 3+Axle         | 1Trail | 2Trail |    |          |            |       |    |            |
| <b>Giles County</b>       |        |      |    |       |     |       |                |        |        |    |          |            |       |    |            |
| (703)                     | 0.15   | 30   | R  |       |     | From  | SR 42          |        |        |    |          | NA         |       | NA | 04/01/2002 |
|                           |        |      |    |       |     | To    | 0.15 MS SR 42  |        |        |    |          |            |       |    |            |
| (703)                     | 0.31   | 6    | R  |       |     | From  | 0.16 MS SR 42  |        |        |    |          | NA         |       | NA | 04/01/2002 |
|                           |        |      |    |       |     | To    | Dead End       |        |        |    |          |            |       |    |            |
| <b>Town of Glen Lyn</b>   |        |      |    |       |     |       |                |        |        |    |          |            |       |    |            |
| (704)                     | 0.02   | 900  | R  |       |     | From  | US 460; 35-648 |        |        |    |          | NA         |       | NA | 1999       |
|                           |        |      |    |       |     | To    | 35-648         |        |        |    |          |            |       |    |            |
| (704)                     | 0.14   | 700  | R  |       |     | From  | 35-649         |        |        |    |          | NA         |       | NA | 1999       |
|                           |        |      |    |       |     | To    | SCL Glen Lyn   |        |        |    |          |            |       |    |            |
| <b>Giles County</b>       |        |      |    |       |     |       |                |        |        |    |          |            |       |    |            |
| (704)                     | 0.15   | 60   | R  |       |     | From  | SCL Glen Lyn   |        |        |    |          | NA         |       | NA | 1999       |
|                           |        |      |    |       |     | To    | 0.15 ME OF SCL |        |        |    |          |            |       |    |            |
| (704)                     | 0.98   | 46   | R  |       |     | From  | 35-679         |        |        |    |          | NA         |       | NA | 04/15/2002 |
|                           |        |      |    |       |     | To    | Dead End       |        |        |    |          |            |       |    |            |
| (705)                     | 0.60   | 80   | R  |       |     | From  | US 460         |        |        |    |          | NA         |       | NA | 05/21/2002 |
|                           |        |      |    |       |     | To    | Dead End       |        |        |    |          |            |       |    |            |
| (706)                     | 0.10   | 5    | R  |       |     | From  | 35-622         |        |        |    |          | NA         |       | NA | 05/13/2002 |
|                           |        |      |    |       |     | To    | 35-622         |        |        |    |          |            |       |    |            |
| (707)                     | 0.34   | 20   | R  |       |     | From  | 35-622         |        |        |    |          | NA         |       | NA | 05/15/2002 |
|                           |        |      |    |       |     | To    | 0.34 MN 35-622 |        |        |    |          |            |       |    |            |
| (707)                     | 0.21   | 10   | R  |       |     | From  | Dead End       |        |        |    |          | NA         |       | NA | 05/15/2002 |
|                           |        |      |    |       |     | To    | 35-663         |        |        |    |          |            |       |    |            |
| (708)                     | 2.29   | 30   | R  |       |     | From  | 35-663         |        |        |    |          | NA         |       | NA | 05/15/2002 |
|                           |        |      |    |       |     | To    | 2.29 MN 35-663 |        |        |    |          |            |       |    |            |
| (708)                     | 0.04   | 50   | R  |       |     | From  | 35-622         |        |        |    |          | NA         |       | NA | 05/15/2002 |
|                           |        |      |    |       |     | To    | SR 100         |        |        |    |          |            |       |    |            |
| (709)                     | 0.20   | 30   | R  |       |     | From  | SR 100         |        |        |    |          | NA         |       | NA | 05/15/2002 |
|                           |        |      |    |       |     | To    | Dead End       |        |        |    |          |            |       |    |            |
| (710)                     | 0.40   | 280  | R  |       |     | From  | 35-652         |        |        |    |          | NA         |       | NA | 1999       |
|                           |        |      |    |       |     | To    | 35-1110        |        |        |    |          |            |       |    |            |
| (710)                     | 0.12   | 470  | R  |       |     | From  | SCL Narrows    |        |        |    |          | NA         |       | NA | 1999       |
|                           |        |      |    |       |     | To    | SR 100 WEST    |        |        |    |          |            |       |    |            |
| (711)                     | 1.00   | 80   | R  |       |     | From  | 1.00 ME SR 100 |        |        |    |          | NA         |       | NA | 1999       |
|                           |        |      |    |       |     | To    | SR 100 EAST    |        |        |    |          |            |       |    |            |
| <b>Town of Rich Creek</b> |        |      |    |       |     |       |                |        |        |    |          |            |       |    |            |
| (712)                     | 0.52   | 290  | R  |       |     | From  | US 460 SOUTH   |        |        |    |          | NA         |       | NA | 1999       |
|                           |        |      |    |       |     | To    | 35-1021        |        |        |    |          |            |       |    |            |
| (712)                     | 0.08   | 5900 | R  |       |     | From  | US 460 NORTH   |        |        |    |          | NA         |       | NA | 1999       |

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| Route               | Length | AADT | QA | 4Tire | Bus | Truck |                |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year       |
|---------------------|--------|------|----|-------|-----|-------|----------------|--------|--------|----|----------|------------|-------|----|------------|
|                     |        |      |    |       |     | 2Axle | 3+Axle         | 1Trail | 2Trail |    |          |            |       |    |            |
| <b>Giles County</b> |        |      |    |       |     |       |                |        |        |    |          |            |       |    |            |
| (713)               | 0.50   | 30   | R  |       |     | From  | 35-670         |        |        |    |          | NA         |       | NA | 04/29/2002 |
| (713)               | 0.96   | 30   | R  |       |     | To    | 0.50 ME 35-670 |        |        |    |          | NA         |       | NA | 04/29/2002 |
| (714)               | 2.74   | 20   | R  |       |     | From  | 35-613         |        |        |    |          | NA         |       | NA | 04/03/2002 |
| (715)               | 0.28   | 30   | R  |       |     | To    | Dead End       |        |        |    |          | NA         |       | NA | 04/01/2002 |
| (716)               | 0.08   | 520  | R  |       |     | From  | US 460         |        |        |    |          | NA         |       | NA | 04/17/2002 |
| (717)               | 0.45   | 30   | R  |       |     | To    | 35-640         |        |        |    |          | NA         |       | NA | 1999       |
| (718)               | 0.15   | 40   | R  |       |     | From  | US 460         |        |        |    |          | NA         |       | NA | 1999       |
| (719)               | 0.47   | 180  | R  |       |     | To    | 35-643         |        |        |    |          | NA         |       | NA | 1999       |
| (720)               | 2.02   | 20   | R  |       |     | From  | ECL Narrows    |        |        |    |          | NA         |       | NA | 1999       |
| (720)               | 0.03   | 60   | R  |       |     | To    | Dead End       |        |        |    |          | NA         |       | NA | 04/11/2002 |
| (721)               | 0.50   | 9    | R  |       |     | From  | 35-613         |        |        |    |          | NA         |       | NA | 04/03/2002 |
| (722)               | 0.60   | 20   | R  |       |     | To    | Dead End       |        |        |    |          | NA         |       | NA | 04/03/2002 |
| (723)               | 0.90   | 70   | R  |       |     | From  | 35-635         |        |        |    |          | NA         |       | NA | 04/03/2002 |
| (724)               | 0.05   | 70   | R  |       |     | To    | Dead End       |        |        |    |          | NA         |       | NA | 1999       |
| (724)               | 0.80   | 60   | R  |       |     | From  | SR 61 WEST     |        |        |    |          | NA         |       | NA | 1999       |
| (724)               | 1.15   | 60   | R  |       |     | To    | 35-676         |        |        |    |          | NA         |       | NA | 1999       |
| (724)               | 3.02   | 70   | R  |       |     | From  | 45-676         |        |        |    |          | NA         |       | NA | 1999       |
| (724)               | 1.65   | 320  | R  |       |     | To    | 0.80 ME 35-676 |        |        |    |          | NA         |       | NA | 1999       |
| (724)               | 2.65   | 330  | R  |       |     | From  | SR 61 MID      |        |        |    |          | NA         |       | NA | 1999       |
| (725)               | 1.40   | 50   | R  |       |     | To    | 35-673         |        |        |    |          | NA         |       | NA | 1999       |
| (725)               |        |      |    |       |     | From  | SR 61 EAST     |        |        |    |          | NA         |       | NA | 1999       |
| (725)               |        |      |    |       |     | To    | WCL Narrows    |        |        |    |          | NA         |       | NA | 1999       |
| (725)               |        |      |    |       |     | From  | 35-679         |        |        |    |          | NA         |       | NA | 04/15/2002 |
| (725)               |        |      |    |       |     | To    | 35-649         |        |        |    |          | NA         |       | NA |            |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck |                       |        |        | QC | K Factor | Dir Factor | AAWDT | QW  | Year |            |
|---------------------------|--------|------|----|-------|-----|-------|-----------------------|--------|--------|----|----------|------------|-------|-----|------|------------|
|                           |        |      |    |       |     | 2Axle | 3+Axle                | 1Trail | 2Trail |    |          |            |       |     |      |            |
| <b>Town of Rich Creek</b> |        |      |    |       |     |       |                       |        |        |    |          |            |       |     |      |            |
| (726)                     | 0.14   | 210  | R  |       |     | From: | 35-1006               |        |        |    |          | NA         |       | NA  |      | 1999       |
|                           |        |      |    |       |     | To:   | NCL Rich Creek        |        |        |    |          |            |       |     |      |            |
| <b>Giles County</b>       |        |      |    |       |     |       |                       |        |        |    |          |            |       |     |      |            |
| (726)                     | 0.16   | 210  | N  |       |     | From: | NCL Rich Creek        |        |        |    |          | NA         |       | NA  |      | 1999       |
|                           |        |      |    |       |     | To:   | US 219                |        |        |    |          |            |       |     |      |            |
| <b>Town of Pembroke</b>   |        |      |    |       |     |       |                       |        |        |    |          |            |       |     |      |            |
| (727)                     | 0.25   | 100  | R  |       |     | From: | 35-626                |        |        |    |          | NA         |       | NA  |      | 04/17/2002 |
|                           |        |      |    |       |     | To:   | 35-1420; SCL Pembroke |        |        |    |          |            |       |     |      |            |
| <b>Giles County</b>       |        |      |    |       |     |       |                       |        |        |    |          |            |       |     |      |            |
| (727)                     | 0.08   | 10   | R  |       |     | From: | 35-1420; SCL Pembroke |        |        |    |          | NA         |       | NA  |      | 04/17/2002 |
|                           |        |      |    |       |     | To:   | Dead End              |        |        |    |          |            |       |     |      |            |
| (728)                     | 0.10   | 170  | R  |       |     | From: | 35-1223               |        |        |    |          | NA         |       | NA  |      | 1999       |
|                           |        |      |    |       |     | To:   | 35-735                |        |        |    |          |            |       |     |      |            |
| (728)                     | 0.05   | 270  | R  |       |     | From: | 35-736                |        |        |    |          | NA         |       | NA  |      | 1999       |
|                           |        |      |    |       |     | To:   | SR 100                |        |        |    |          |            |       |     |      |            |
| (729)                     | 0.06   | 110  | R  |       |     | From: | US 219                |        |        |    |          | NA         |       | NA  |      | 1999       |
|                           |        |      |    |       |     | To:   | 35-738                |        |        |    |          |            |       |     |      |            |
| (729)                     | 0.13   | 70   | R  |       |     | From: | 35-611                |        |        |    |          | NA         |       | NA  |      | 1999       |
|                           |        |      |    |       |     | To:   | Dead End              |        |        |    |          |            |       |     |      |            |
| (730)                     | 1.59   | 770  | G  | 95%   | 1%  | 3%    | 1%                    | 1%     | 0%     | C  | 0.086    | F          | 0.708 | 780 | G    | 2003       |
|                           |        |      |    |       |     | From: | 35-750                |        |        |    |          |            |       |     |      |            |
| (730)                     | 9.56   | 360  | G  | 95%   | 1%  | 3%    | 1%                    | 1%     | 0%     | F  | 0.126    | F          | 0.505 | 370 | G    | 2003       |
|                           |        |      |    |       |     | To:   | 35-622 WEST           |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:   | US 460; 35-778        |        |        |    |          |            |       |     |      |            |
| (731)                     | 0.10   | 10   | R  |       |     | From: | Dead End              |        |        |    |          | NA         |       | NA  |      | 05/15/2002 |
|                           |        |      |    |       |     | To:   | SR 100                |        |        |    |          |            |       |     |      |            |
| (732)                     | 0.07   | 50   | R  |       |     | From: | 35-1505               |        |        |    |          | NA         |       | NA  |      | 1999       |
|                           |        |      |    |       |     | To:   | 35-1504               |        |        |    |          |            |       |     |      |            |
| (732)                     | 0.14   | 130  | R  |       |     | From: | 35-636                |        |        |    |          | NA         |       | NA  |      | 1999       |
|                           |        |      |    |       |     | To:   | SR 42                 |        |        |    |          |            |       |     |      |            |
| (733)                     | 0.89   | 10   | R  |       |     | From: | Dead End              |        |        |    |          | NA         |       | NA  |      | 04/29/2002 |
|                           |        |      |    |       |     | To:   | 35-660                |        |        |    |          |            |       |     |      |            |
| (734)                     | 0.22   | 48   | R  |       |     | From: | Dead End              |        |        |    |          | NA         |       | NA  |      | 04/29/2002 |
|                           |        |      |    |       |     | To:   | 35-1224               |        |        |    |          |            |       |     |      |            |
| (735)                     | 0.03   | 110  | R  |       |     | From: | 35-1224               |        |        |    |          | NA         |       | NA  |      | 1999       |
|                           |        |      |    |       |     | To:   | 35-1222               |        |        |    |          |            |       |     |      |            |
| (735)                     | 0.09   | 60   | R  |       |     | From: | 35-1222               |        |        |    |          | NA         |       | NA  |      | 1999       |
|                           |        |      |    |       |     | To:   | 35-1223               |        |        |    |          |            |       |     |      |            |
| (735)                     | 0.05   | 80   | R  |       |     | From: | 35-728                |        |        |    |          | NA         |       | NA  |      | 1999       |
|                           |        |      |    |       |     | To:   | 35-728                |        |        |    |          |            |       |     |      |            |

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| Route                   | Length | AADT | QA | 4Tire | Bus | Truck |                  |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year       |
|-------------------------|--------|------|----|-------|-----|-------|------------------|--------|--------|----|----------|------------|-------|----|------------|
|                         |        |      |    |       |     | 2Axle | 3+Axle           | 1Trail | 2Trail |    |          |            |       |    |            |
| <b>Giles County</b>     |        |      |    |       |     |       |                  |        |        |    |          |            |       |    |            |
| (735)                   | 0.08   | 50   | R  |       |     | From  | 35-728           |        |        |    | NA       |            | NA    | NA | 1999       |
|                         |        |      |    |       |     | To    | Dead End         |        |        |    |          |            |       |    |            |
| (736)                   | 0.08   | 60   | R  |       |     | From  | 35-728           |        |        |    | NA       |            | NA    | NA | 1999       |
|                         |        |      |    |       |     | To    | Dead End         |        |        |    |          |            |       |    |            |
| (737)                   | 0.35   | 60   | R  |       |     | From  | 35-636           |        |        |    | NA       |            | NA    | NA | 1999       |
|                         |        |      |    |       |     | To    | 35-1501          |        |        |    |          |            |       |    |            |
| (738)                   | 0.12   | 30   | R  |       |     | From  | 35-729           |        |        |    | NA       |            | NA    | NA | 1999       |
|                         |        |      |    |       |     | To    | 35-779           |        |        |    |          |            |       |    |            |
| (739)                   | 0.01   | 60   | R  |       |     | From  | Dead End         |        |        |    | NA       |            | NA    | NA | 04/11/2002 |
|                         |        |      |    |       |     | To    | 35-635           |        |        |    |          |            |       |    |            |
| (740)                   | 0.29   | 20   | R  |       |     | From  | 35-602           |        |        |    | NA       |            | NA    | NA | 04/01/2002 |
|                         |        |      |    |       |     | To    | Dead End         |        |        |    |          |            |       |    |            |
| (741)                   | 0.20   | 140  | R  |       |     | From  | Dead End         |        |        |    | NA       |            | NA    | NA | 04/17/2002 |
|                         |        |      |    |       |     | To    | SR 100; 35-1210  |        |        |    |          |            |       |    |            |
| <b>Town of Pembroke</b> |        |      |    |       |     |       |                  |        |        |    |          |            |       |    |            |
| (742)                   | 0.22   | 500  | R  |       |     | From  | US 460           |        |        |    | NA       |            | NA    | NA | 04/11/2002 |
|                         |        |      |    |       |     | To    | 35-1412 WEST     |        |        |    |          |            |       |    |            |
| (742)                   | 0.03   | 300  | R  |       |     | From  | 35-1415          |        |        |    | NA       |            | NA    | NA | 04/11/2002 |
| (742)                   | 0.10   | 180  | R  |       |     | From  | BEGIN LOOP       |        |        |    | NA       |            | NA    | NA | 04/11/2002 |
| (742)                   | 0.01   | 90   | R  |       |     | To    | 35-1409          |        |        |    | NA       |            | NA    | NA | 04/11/2002 |
| (742)                   | 0.25   | 100  | R  |       |     | From  | 35-1417          |        |        |    | NA       |            | NA    | NA | 04/11/2002 |
| (742)                   | 0.15   | 60   | R  |       |     | To    | 35-1412 EAST     |        |        |    | NA       |            | NA    | NA | 04/11/2002 |
| (742)                   | 0.09   | 50   | R  |       |     | From  | END LOOP         |        |        |    | NA       |            | NA    | NA | 04/11/2002 |
| <b>Giles County</b>     |        |      |    |       |     |       |                  |        |        |    |          |            |       |    |            |
| (743)                   | 0.70   | 150  | R  |       |     | From  | Dead End         |        |        |    | NA       |            | NA    | NA | 04/29/2002 |
|                         |        |      |    |       |     | To    | SR 100           |        |        |    |          |            |       |    |            |
| (744)                   | 0.50   | 30   | R  |       |     | From  | Dead End         |        |        |    | NA       |            | NA    | NA | 05/13/2002 |
|                         |        |      |    |       |     | To    | 35-654           |        |        |    |          |            |       |    |            |
| (745)                   | 1.33   | 130  | R  |       |     | From  | 35-623           |        |        |    | NA       |            | NA    | NA | 05/15/2002 |
|                         |        |      |    |       |     | To    | Dead End         |        |        |    |          |            |       |    |            |
| (746)                   | 0.11   | 180  | R  |       |     | From  | Dead End         |        |        |    | NA       |            | NA    | NA | 1999       |
|                         |        |      |    |       |     | To    | 0.11 ME Dead End |        |        |    |          |            |       |    |            |
| (746)                   | 0.21   | 180  | R  |       |     | From  | US 219           |        |        |    | NA       |            | NA    | NA | 1999       |
|                         |        |      |    |       |     | To    |                  |        |        |    |          |            |       |    |            |
| <b>Town of Pembroke</b> |        |      |    |       |     |       |                  |        |        |    |          |            |       |    |            |
| (747)                   | 0.04   | 70   | R  |       |     | From  | 35-631           |        |        |    | NA       |            | NA    | NA | 04/17/2002 |
|                         |        |      |    |       |     | To    | 35-1402          |        |        |    |          |            |       |    |            |

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| Route                   | Length | AADT | QA | 4Tire | Bus | Truck |                    |        |        | QC | K Factor | Dir Factor | AAWDT | QW  | Year       |
|-------------------------|--------|------|----|-------|-----|-------|--------------------|--------|--------|----|----------|------------|-------|-----|------------|
|                         |        |      |    |       |     | 2Axle | 3+Axle             | 1Trail | 2Trail |    |          |            |       |     |            |
| <b>Town of Pembroke</b> |        |      |    |       |     |       |                    |        |        |    |          |            |       |     |            |
| (747)                   | 0.16   | 90   | R  |       |     | From  | 35-1402            |        |        |    |          | NA         |       | NA  | 04/17/2002 |
|                         |        |      |    |       |     | To    | 35-1404 EAST       |        |        |    |          |            |       |     |            |
| (747)                   | 0.05   | 420  | R  |       |     | From  | 35-1404 WEST       |        |        |    |          | NA         |       | NA  | 04/17/2002 |
| (747)                   | 0.06   | 40   | R  |       |     | From  | US 460             |        |        |    |          | NA         |       | NA  | 04/09/2002 |
|                         |        |      |    |       |     | To    | Dead End           |        |        |    |          |            |       |     |            |
| <b>Giles County</b>     |        |      |    |       |     |       |                    |        |        |    |          |            |       |     |            |
| (748)                   | 0.10   | NA   |    |       |     | From  | 35-649             |        |        |    |          | NA         |       | NA  |            |
|                         |        |      |    |       |     | To    | Dead End           |        |        |    |          |            |       |     |            |
| (749)                   | 0.10   | 10   | R  |       |     | From  | Dead End           |        |        |    |          | NA         |       | NA  | 04/29/2002 |
| (749)                   | 0.03   | 40   | R  |       |     | From  | 35-811             |        |        |    |          | NA         |       | NA  | 04/29/2002 |
|                         |        |      |    |       |     | To    | SR 100             |        |        |    |          |            |       |     |            |
| (750) Cedar Crest Lane  | 0.97   | 790  | R  |       |     | From  | SR 100 SOUTH       |        |        |    |          | NA         |       | NA  | 05/13/2002 |
|                         |        |      |    |       |     | To    | 35-660             |        |        |    |          |            |       |     |            |
| (750)                   | 0.08   | 770  | N  | 95%   | 1%  | 3%    | 1%                 | 1%     | 0%     | N  | 0.086    | N          | 0.708 | 780 | N 2003     |
| (750) Triangle Lane     | 0.36   | 110  | R  |       |     | From  | 35-730             |        |        |    |          | NA         |       | NA  | 05/13/2002 |
|                         |        |      |    |       |     | To    | SR 100 NORTH       |        |        |    |          |            |       |     |            |
| (751)                   | 0.50   | 6    | R  |       |     | From  | Dead End           |        |        |    |          | NA         |       | NA  | 04/09/2002 |
|                         |        |      |    |       |     | To    | 35-688             |        |        |    |          |            |       |     |            |
| (752)                   | 0.40   | 50   | R  |       |     | From  | Dead End           |        |        |    |          | NA         |       | NA  | 05/15/2002 |
|                         |        |      |    |       |     | To    | 35-622             |        |        |    |          |            |       |     |            |
| (753)                   | 0.88   | 80   | R  |       |     | From  | 35-623             |        |        |    |          | NA         |       | NA  | 04/09/2002 |
|                         |        |      |    |       |     | To    | Jeff Natl For Bndy |        |        |    |          |            |       |     |            |
| (753)                   | 0.11   | 20   | R  |       |     | From  | Dead End           |        |        |    |          | NA         |       | NA  | 04/09/2002 |
| <b>Town of Pembroke</b> |        |      |    |       |     |       |                    |        |        |    |          |            |       |     |            |
| (754)                   | 0.25   | 20   | R  |       |     | From  | 35-626             |        |        |    |          | NA         |       | NA  | 04/09/2002 |
|                         |        |      |    |       |     | To    | Dead End           |        |        |    |          |            |       |     |            |
| <b>Giles County</b>     |        |      |    |       |     |       |                    |        |        |    |          |            |       |     |            |
| (755)                   | 0.20   | 5    | R  |       |     | From  | 35-635             |        |        |    |          | NA         |       | NA  | 04/03/2002 |
|                         |        |      |    |       |     | To    | Dead End           |        |        |    |          |            |       |     |            |
| (756)                   | 0.25   | 20   | R  |       |     | From  | Dead End           |        |        |    |          | NA         |       | NA  | 04/11/2002 |
|                         |        |      |    |       |     | To    | US 460             |        |        |    |          |            |       |     |            |
| (757)                   | 0.21   | 210  | R  |       |     | From  | US 460 WEST        |        |        |    |          | NA         |       | NA  | 04/11/2002 |
|                         |        |      |    |       |     | To    | US 460 EAST        |        |        |    |          |            |       |     |            |
| (758)                   | 0.02   | 30   | R  |       |     | From  | US 460             |        |        |    |          | NA         |       | NA  | 04/09/2002 |
|                         |        |      |    |       |     | To    | Dead End           |        |        |    |          |            |       |     |            |
| (759)                   | 0.10   | 6    | R  |       |     | From  | Dead End           |        |        |    |          | NA         |       | NA  | 04/15/2002 |
|                         |        |      |    |       |     | To    | SR 61              |        |        |    |          |            |       |     |            |

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| Route               | Length | AADT | QA | 4Tire | Bus | Truck |                  |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year       |
|---------------------|--------|------|----|-------|-----|-------|------------------|--------|--------|----|----------|------------|-------|----|------------|
|                     |        |      |    |       |     | 2Axle | 3+Axle           | 1Trail | 2Trail |    |          |            |       |    |            |
| <b>Giles County</b> |        |      |    |       |     |       |                  |        |        |    |          |            |       |    |            |
| (760)               | 0.10   | 10   | R  |       |     | From  | Dead End         |        |        |    | NA       |            | NA    | NA | 04/15/2002 |
|                     |        |      |    |       |     | To    | SR 61            |        |        |    |          |            |       |    |            |
| (761)               | 0.25   | 20   | R  |       |     | From  | Dead End         |        |        |    | NA       |            | NA    | NA | 04/11/2002 |
|                     |        |      |    |       |     | To    | 35-809           |        |        |    |          |            |       |    |            |
| (762)               | 0.75   | 50   | R  |       |     | From  | 35-613           |        |        |    | NA       |            | NA    | NA | 04/03/2002 |
|                     |        |      |    |       |     | To    | Dead End         |        |        |    |          |            |       |    |            |
| (763)               | 0.35   | 10   | R  |       |     | From  | SR 100           |        |        |    | NA       |            | NA    | NA | 04/17/2002 |
|                     |        |      |    |       |     | To    | Dead End         |        |        |    |          |            |       |    |            |
| (764)               | 0.25   | 20   | R  |       |     | From  | US 219           |        |        |    | NA       |            | NA    | NA | 04/15/2002 |
|                     |        |      |    |       |     | To    | Dead End         |        |        |    |          |            |       |    |            |
| (765)               | 0.10   | 20   | R  |       |     | From  | Dead End         |        |        |    | NA       |            | NA    | NA | 04/01/2002 |
|                     |        |      |    |       |     | To    | 35-700           |        |        |    |          |            |       |    |            |
| (766)               | 0.20   | 6    | R  |       |     | From  | Dead End         |        |        |    | NA       |            | NA    | NA | 04/09/2002 |
|                     |        |      |    |       |     | To    | 0.20 MN Dead End |        |        |    |          |            |       |    |            |
| (766)               | 0.70   | 30   | R  |       |     | From  | 35-626           |        |        |    | NA       |            | NA    | NA | 04/09/2002 |
|                     |        |      |    |       |     | To    | 35-622           |        |        |    |          |            |       |    |            |
| (767)               | 0.25   | 4    | R  |       |     | From  | 35-622           |        |        |    | NA       |            | NA    | NA | 05/15/2002 |
|                     |        |      |    |       |     | To    | Dead End         |        |        |    |          |            |       |    |            |
| (768)               | 0.30   | 10   | R  |       |     | From  | 35-622           |        |        |    | NA       |            | NA    | NA | 05/15/2002 |
|                     |        |      |    |       |     | To    | Dead End         |        |        |    |          |            |       |    |            |
| (769)               | 0.20   | 50   | R  |       |     | From  | Dead End         |        |        |    | NA       |            | NA    | NA | 04/11/2002 |
|                     |        |      |    |       |     | To    | 35-641           |        |        |    |          |            |       |    |            |
| (770)               | 0.64   | 20   | R  |       |     | From  | SR 42            |        |        |    | NA       |            | NA    | NA | 04/01/2002 |
|                     |        |      |    |       |     | To    | Dead End         |        |        |    |          |            |       |    |            |
| (771)               | 0.28   | 220  | R  |       |     | From  | US 460 WEST      |        |        |    | NA       |            | NA    | NA | 05/21/2002 |
|                     |        |      |    |       |     | To    | 35-772           |        |        |    |          |            |       |    |            |
| (771)               | 0.17   | 660  | R  |       |     | From  | US 460 EAST      |        |        |    | NA       |            | NA    | NA | 05/21/2002 |
|                     |        |      |    |       |     | To    | Dead End         |        |        |    |          |            |       |    |            |
| (772)               | 0.25   | 6    | R  |       |     | From  | Dead End         |        |        |    | NA       |            | NA    | NA | 05/21/2002 |
|                     |        |      |    |       |     | To    | 35-612 SOUTH     |        |        |    |          |            |       |    |            |
| (772)               | 3.10   | 580  | R  |       |     | From  | 35-771           |        |        |    | NA       |            | NA    | NA | 05/21/2002 |
|                     |        |      |    |       |     | To    | 35-778           |        |        |    |          |            |       |    |            |
| (773)               | 0.01   | 40   | R  |       |     | From  | 35-778           |        |        |    | NA       |            | NA    | NA | 04/09/2002 |
|                     |        |      |    |       |     | To    | US 460           |        |        |    |          |            |       |    |            |
| (774)               | 0.30   | 80   | R  |       |     | From  | Dead End         |        |        |    | NA       |            | NA    | NA | 04/17/2002 |
|                     |        |      |    |       |     | To    | 0.30 MN Dead End |        |        |    |          |            |       |    |            |
| (774)               | 0.12   | 80   | R  |       |     | From  | US 460           |        |        |    | NA       |            | NA    | NA | 04/17/2002 |
|                     |        |      |    |       |     | To    | Dead End         |        |        |    |          |            |       |    |            |
| (775)               | 0.30   | 20   | R  |       |     | From  | Dead End         |        |        |    | NA       |            | NA    | NA | 04/01/2002 |
|                     |        |      |    |       |     | To    | 35-602           |        |        |    |          |            |       |    |            |

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| Route               | Length | AADT | QA | 4Tire | Bus | Truck |                   |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year       |
|---------------------|--------|------|----|-------|-----|-------|-------------------|--------|--------|----|----------|------------|-------|----|------------|
|                     |        |      |    |       |     | 2Axle | 3+Axle            | 1Trail | 2Trail |    |          |            |       |    |            |
| <b>Giles County</b> |        |      |    |       |     |       |                   |        |        |    |          |            |       |    |            |
| (776)               | 0.30   | 40   | R  |       |     | From  | Dead End          |        |        |    | NA       |            | NA    | NA | 04/15/2002 |
|                     |        |      |    |       |     | To    | SR 61             |        |        |    |          |            |       |    |            |
| (777)               | 0.03   | 140  | R  |       |     | From  | US 460 EAST       |        |        |    | NA       |            | NA    | NA | 04/09/2002 |
|                     |        |      |    |       |     | To    | 35-778            |        |        |    |          |            |       |    |            |
| (777)               | 0.74   | 80   | R  |       |     | From  | US 460 WEST       |        |        |    | NA       |            | NA    | NA | 04/09/2002 |
|                     |        |      |    |       |     | To    | 35-777            |        |        |    |          |            |       |    |            |
| (778)               | 1.11   | 46   | R  |       |     | From  | 35-777            |        |        |    | NA       |            | NA    | NA | 04/09/2002 |
|                     |        |      |    |       |     | To    | US 460; 35-730    |        |        |    |          |            |       |    |            |
| (779)               | 0.03   | 70   | R  |       |     | From  | US 219            |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To    | 35-792            |        |        |    |          |            |       |    |            |
| (779)               | 0.04   | 40   | R  |       |     | From  | 35-738            |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To    | Dead End          |        |        |    |          |            |       |    |            |
| (779)               | 0.11   | 20   | R  |       |     | From  | Dead End          |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To    | 35-615            |        |        |    |          |            |       |    |            |
| (780)               | 0.40   | 10   | R  |       |     | From  | Dead End          |        |        |    | NA       |            | NA    | NA | 04/09/2002 |
|                     |        |      |    |       |     | To    | 35-635            |        |        |    |          |            |       |    |            |
| (781)               | 0.57   | 140  | R  |       |     | From  | SR 61             |        |        |    | NA       |            | NA    | NA | 04/11/2002 |
|                     |        |      |    |       |     | To    | 35-635            |        |        |    |          |            |       |    |            |
| (782)               | 0.08   | 450  | R  |       |     | From  | SR 61             |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To    | 35-1601           |        |        |    |          |            |       |    |            |
| (782)               | 0.07   | 40   | R  |       |     | From  | Dead End          |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To    | 35-700 NORTH      |        |        |    |          |            |       |    |            |
| (783)               | 1.67   | 160  | R  |       |     | From  | US 460            |        |        |    | NA       |            | NA    | NA | 04/01/2002 |
|                     |        |      |    |       |     | To    | 35-700 NORTH      |        |        |    |          |            |       |    |            |
| (784)               | 0.13   | 100  | R  |       |     | From  | US 460            |        |        |    | NA       |            | NA    | NA | 04/09/2002 |
|                     |        |      |    |       |     | To    | Dead End          |        |        |    |          |            |       |    |            |
| (785)               | 0.30   | 5    | R  |       |     | From  | SR 100            |        |        |    | NA       |            | NA    | NA | 05/15/2002 |
|                     |        |      |    |       |     | To    | Dead End          |        |        |    |          |            |       |    |            |
| (786)               | 0.20   | 40   | R  |       |     | From  | Dead End          |        |        |    | NA       |            | NA    | NA | 04/15/2002 |
|                     |        |      |    |       |     | To    | 0.20 MN Dead End  |        |        |    |          |            |       |    |            |
| (786)               | 0.80   | 40   | R  |       |     | From  | SR 61             |        |        |    | NA       |            | NA    | NA | 04/15/2002 |
|                     |        |      |    |       |     | To    | 35-641            |        |        |    |          |            |       |    |            |
| (787)               | 0.15   | 47   | R  |       |     | From  | Dead End          |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To    | 35-641            |        |        |    |          |            |       |    |            |
| (788)               | 0.13   | 40   | R  |       |     | From  | SR 100 SOUTH      |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To    | SR 100 N; 35-1227 |        |        |    |          |            |       |    |            |
| (789)               | 0.03   | 10   | R  |       |     | From  | Dead End          |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To    | 35-642            |        |        |    |          |            |       |    |            |
| (789)               | 0.13   | 60   | R  |       |     | From  | 35-790            |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To    | 35-790            |        |        |    |          |            |       |    |            |

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| Route               | Length | AADT | QA | 4Tire | Bus | Truck              | QC     | K Factor | QK     | Dir Factor | AAWDT | QW | Year       |
|---------------------|--------|------|----|-------|-----|--------------------|--------|----------|--------|------------|-------|----|------------|
|                     |        |      |    |       |     | 2Axle              | 3+Axle | 1Trail   | 2Trail |            |       |    |            |
| <b>Giles County</b> |        |      |    |       |     |                    |        |          |        |            |       |    |            |
| (789)               | 0.09   | 50   | R  |       |     | From: 35-790       |        |          |        | NA         |       | NA | 1999       |
|                     |        |      |    |       |     | To: Dead End       |        |          |        |            |       |    |            |
| (790)               | 0.04   | 130  | R  |       |     | From: 35-789       |        |          |        | NA         |       | NA | 1999       |
|                     |        |      |    |       |     | To: 35-791         |        |          |        |            |       |    |            |
| (790)               | 0.03   | 160  | R  |       |     | From: US 219       |        |          |        | NA         |       | NA | 1999       |
|                     |        |      |    |       |     | To: Dead End       |        |          |        |            |       |    |            |
| (791)               | 0.11   | 40   | R  |       |     | From: 35-790       |        |          |        | NA         |       | NA | 1999       |
|                     |        |      |    |       |     | To: Dead End       |        |          |        |            |       |    |            |
| (792)               | 0.05   | 20   | R  |       |     | From: 35-779       |        |          |        | NA         |       | NA | 04/15/2002 |
|                     |        |      |    |       |     | To: Dead End       |        |          |        |            |       |    |            |
| (793)               | 1.44   | 120  | R  |       |     | From: Dead End     |        |          |        | NA         |       | NA | 1999       |
|                     |        |      |    |       |     | To: WCL Pearisburg |        |          |        |            |       |    |            |
| (794)               | 0.60   | 110  | R  |       |     | From: 35-665 EAST  |        |          |        | NA         |       | NA | 04/29/2002 |
|                     |        |      |    |       |     | To: 35-665 WEST    |        |          |        |            |       |    |            |
| (795)               | 0.17   | 100  | R  |       |     | From: 35-672       |        |          |        | NA         |       | NA | 1999       |
|                     |        |      |    |       |     | To: Dead End       |        |          |        |            |       |    |            |
| (796)               | 0.99   | 160  | R  |       |     | From: US 460       |        |          |        | NA         |       | NA | 04/01/2002 |
|                     |        |      |    |       |     | To: SR 42; 35-800  |        |          |        |            |       |    |            |
| (796)               | 0.08   | 70   | R  |       |     | From: 35-698       |        |          |        | NA         |       | NA | 04/01/2002 |
|                     |        |      |    |       |     | To: 35-801         |        |          |        |            |       |    |            |
| (796)               | 0.14   | 5    | R  |       |     | From: 35-801       |        |          |        | NA         |       | NA | 04/01/2002 |
|                     |        |      |    |       |     | To: Dead End       |        |          |        |            |       |    |            |
| (797)               | 0.58   | 80   | R  |       |     | From: SR 42        |        |          |        | NA         |       | NA | 04/01/2002 |
|                     |        |      |    |       |     | To: US 460         |        |          |        |            |       |    |            |
| (798)               | 0.19   | 30   | R  |       |     | From: US 460       |        |          |        | NA         |       | NA | 04/17/2002 |
|                     |        |      |    |       |     | To: Dead End       |        |          |        |            |       |    |            |
| (799)               | 0.19   | NA   |    |       |     | From: US 460       |        |          |        | NA         |       | NA |            |
|                     |        |      |    |       |     | To: Dead End       |        |          |        |            |       |    |            |
| (800)               | 0.30   | 50   | R  |       |     | From: Dead End     |        |          |        | NA         |       | NA | 04/01/2002 |
|                     |        |      |    |       |     | To: SR 42; 35-796  |        |          |        |            |       |    |            |
| (801)               | 0.08   | 46   | R  |       |     | From: 35-797       |        |          |        | NA         |       | NA | 04/01/2002 |
|                     |        |      |    |       |     | To: 35-796         |        |          |        |            |       |    |            |
| (802)               | 0.12   | 1    | R  |       |     | From: 35-605       |        |          |        | NA         |       | NA | 04/17/2002 |
|                     |        |      |    |       |     | To: Dead End       |        |          |        |            |       |    |            |
| (803)               | 0.40   | 60   | R  |       |     | From: Dead End     |        |          |        | NA         |       | NA | 05/21/2002 |
|                     |        |      |    |       |     | To: 35-772         |        |          |        |            |       |    |            |
| (804)               | 0.20   | 50   | R  |       |     | From: 35-635       |        |          |        | NA         |       | NA | 04/03/2002 |
|                     |        |      |    |       |     | To: Dead End       |        |          |        |            |       |    |            |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck |                |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year       |
|---------------------------|--------|------|----|-------|-----|-------|----------------|--------|--------|----|----------|------------|-------|----|------------|
|                           |        |      |    |       |     | 2Axle | 3+Axle         | 1Trail | 2Trail |    |          |            |       |    |            |
| <b>Giles County</b>       |        |      |    |       |     |       |                |        |        |    |          |            |       |    |            |
| (805)                     | 0.08   | NA   |    |       |     | From  | Dead End       |        |        |    | NA       |            | NA    |    |            |
|                           |        |      |    |       |     | To    | 35-620         |        |        |    |          |            |       |    |            |
| <b>Town of Rich Creek</b> |        |      |    |       |     |       |                |        |        |    |          |            |       |    |            |
| (806)                     | 0.04   | 8    | R  |       |     | From  | WCL Rich Creek |        |        |    | NA       |            | NA    |    | 1999       |
|                           |        |      |    |       |     | To    | 35-1018        |        |        |    |          |            |       |    |            |
| (806)                     | 0.04   | 90   | R  |       |     | From  | 35-1025        |        |        |    | NA       |            | NA    |    | 1999       |
| (806)                     | 0.14   | 400  | R  |       |     | To    | 35-1024        |        |        |    | NA       |            | NA    |    | 1999       |
| (806)                     | 0.09   | 940  | R  |       |     | From  | 35-1010        |        |        |    | NA       |            | NA    |    | 1999       |
| (806)                     | 0.15   | 1400 | R  |       |     | To    | 35-1020        |        |        |    | NA       |            | NA    |    | 1999       |
| (806)                     | 0.06   | 1400 | R  |       |     | From  | US 219         |        |        |    | NA       |            | NA    |    | 1999       |
|                           |        |      |    |       |     | To    |                |        |        |    |          |            |       |    |            |
| <b>Giles County</b>       |        |      |    |       |     |       |                |        |        |    |          |            |       |    |            |
| (807)                     | 0.08   | 10   | R  |       |     | From  | Dead End       |        |        |    | NA       |            | NA    |    | 1999       |
|                           |        |      |    |       |     | To    | 35-1229        |        |        |    |          |            |       |    |            |
| (807)                     | 0.67   | 50   | R  |       |     | From  | US 460 BUS     |        |        |    | NA       |            | NA    |    | 1999       |
|                           |        |      |    |       |     | To    | 35-635         |        |        |    |          |            |       |    |            |
| (808)                     | 0.50   | 40   | R  |       |     | From  | 35-635         |        |        |    | NA       |            | NA    |    | 04/17/2002 |
|                           |        |      |    |       |     | To    | Dead End       |        |        |    |          |            |       |    |            |
| (809)                     | 0.42   | 40   | R  |       |     | From  | Dead End       |        |        |    | NA       |            | NA    |    | 04/11/2002 |
|                           |        |      |    |       |     | To    | 35-761         |        |        |    |          |            |       |    |            |
| (809)                     | 0.12   | 230  | R  |       |     | From  | 35-635         |        |        |    | NA       |            | NA    |    | 04/11/2002 |
|                           |        |      |    |       |     | To    | 35-730         |        |        |    |          |            |       |    |            |
| (810)                     | 0.30   | 30   | R  |       |     | From  | 35-730         |        |        |    | NA       |            | NA    |    | 05/15/2002 |
|                           |        |      |    |       |     | To    | Dead End       |        |        |    |          |            |       |    |            |
| (811)                     | 0.56   | 60   | R  |       |     | From  | 35-749         |        |        |    | NA       |            | NA    |    | 04/29/2002 |
|                           |        |      |    |       |     | To    | SR 100         |        |        |    |          |            |       |    |            |
| (812)                     | 0.19   | 70   | R  |       |     | From  | 35-783         |        |        |    | NA       |            | NA    |    | 04/01/2002 |
|                           |        |      |    |       |     | To    | Cul-de-Sac     |        |        |    |          |            |       |    |            |
| (813)                     | 0.35   | 50   | R  |       |     | From  | Dead End       |        |        |    | NA       |            | NA    |    | 05/21/2002 |
|                           |        |      |    |       |     | To    | 35-691         |        |        |    |          |            |       |    |            |
| (813)                     | 0.05   | 100  | R  |       |     | From  | 35-814         |        |        |    | NA       |            | NA    |    | 05/21/2002 |
|                           |        |      |    |       |     | To    | 35-814         |        |        |    |          |            |       |    |            |
| (813)                     | 0.10   | 120  | R  |       |     | From  | 35-730         |        |        |    | NA       |            | NA    |    | 05/21/2002 |
|                           |        |      |    |       |     | To    | 35-730         |        |        |    |          |            |       |    |            |
| (814)                     | 0.07   | 6    | R  |       |     | From  | 35-813         |        |        |    | NA       |            | NA    |    | 05/21/2002 |
|                           |        |      |    |       |     | To    | Dead End       |        |        |    |          |            |       |    |            |
| (815)                     | 0.08   | 50   | R  |       |     | From  | 35-622         |        |        |    | NA       |            | NA    |    | 05/15/2002 |
|                           |        |      |    |       |     | To    | Dead End       |        |        |    |          |            |       |    |            |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck |                                 |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year       |
|---------------------------|--------|------|----|-------|-----|-------|---------------------------------|--------|--------|----|----------|------------|-------|----|------------|
|                           |        |      |    |       |     | 2Axle | 3+Axle                          | 1Trail | 2Trail |    |          |            |       |    |            |
| <b>Giles County</b>       |        |      |    |       |     |       |                                 |        |        |    |          |            |       |    |            |
| (816)                     | 0.25   | 30   | R  |       |     | From  | Dead End                        |        |        |    | NA       |            | NA    | NA | 05/15/2002 |
|                           |        |      |    |       |     | To    | 35-689                          |        |        |    |          |            |       |    |            |
| (817)                     | 0.80   | 20   | R  |       |     | From  | 35-654                          |        |        |    | NA       |            | NA    | NA | 05/13/2002 |
|                           |        |      |    |       |     | To    | Dead End                        |        |        |    |          |            |       |    |            |
| (818)                     | 0.07   | NA   |    |       |     | From  | Dead End/                       |        |        |    | NA       |            | NA    | NA |            |
|                           |        |      |    |       |     | To    | 35-00758(B)/                    |        |        |    |          |            |       |    |            |
| (820)                     | 0.10   | 20   | R  |       |     | From  | 0.33 ME 35-1241                 |        |        |    | NA       |            | NA    | NA | 04/29/2002 |
|                           |        |      |    |       |     | To    | Dead End                        |        |        |    |          |            |       |    |            |
| (821)                     | 0.11   | NA   |    |       |     | From  | Dead End/                       |        |        |    | NA       |            | NA    | NA |            |
|                           |        |      |    |       |     | To    | 35-00711(B)/                    |        |        |    |          |            |       |    |            |
| (822)                     | 0.15   | NA   |    |       |     | From  | JB-WV/GRAY SULPHUR ROAD(U)/WEST |        |        |    | NA       |            | NA    | NA |            |
|                           |        |      |    |       |     | To    | Dead End/                       |        |        |    |          |            |       |    |            |
| (833)                     | 0.30   | NA   |    |       |     | From  | Dead End/                       |        |        |    | NA       |            | NA    | NA |            |
|                           |        |      |    |       |     | To    | 35-00622(B)/                    |        |        |    |          |            |       |    |            |
| <b>Town of Rich Creek</b> |        |      |    |       |     |       |                                 |        |        |    |          |            |       |    |            |
| (1001)                    | 0.20   | 190  | R  |       |     | From  | US 219                          |        |        |    | NA       |            | NA    | NA | 1999       |
|                           |        |      |    |       |     | To    | 0.20 MN US 219                  |        |        |    |          |            |       |    |            |
| (1001)                    | 0.42   | 190  | R  |       |     | From  | Dead End                        |        |        |    | NA       |            | NA    | NA | 1999       |
|                           |        |      |    |       |     |       |                                 |        |        |    |          |            |       |    |            |
| (1002)                    | 0.04   | 1000 | R  |       |     | From  | 35-1023                         |        |        |    | NA       |            | NA    | NA | 1999       |
|                           |        |      |    |       |     | To    | 35-1021                         |        |        |    |          |            |       |    |            |
| (1002)                    | 0.05   | 300  | R  |       |     | From  | 35-1019                         |        |        |    | NA       |            | NA    | NA | 1999       |
|                           |        |      |    |       |     | To    | 35-1003                         |        |        |    |          |            |       |    |            |
| (1002)                    | 0.06   | 280  | R  |       |     | From  | 35-1006                         |        |        |    | NA       |            | NA    | NA | 1999       |
|                           |        |      |    |       |     | To    | 35-1002                         |        |        |    |          |            |       |    |            |
| (1003)                    | 0.05   | 40   | R  |       |     | From  | 35-1006                         |        |        |    | NA       |            | NA    | NA | 1999       |
|                           |        |      |    |       |     | To    | 35-1002                         |        |        |    |          |            |       |    |            |
| (1005)                    | 0.25   | 120  | R  |       |     | From  | 35-1006                         |        |        |    | NA       |            | NA    | NA | 1999       |
|                           |        |      |    |       |     | To    | 35-1006                         |        |        |    |          |            |       |    |            |
| (1006)                    | 0.04   | NA   |    |       |     | From  | Dead End                        |        |        |    | NA       |            | NA    | NA |            |
|                           |        |      |    |       |     |       |                                 |        |        |    |          |            |       |    |            |
| (1006)                    | 0.14   | 50   | R  |       |     | From  | 35-1012                         |        |        |    | NA       |            | NA    | NA | 1999       |
|                           |        |      |    |       |     |       |                                 |        |        |    |          |            |       |    |            |
| (1006)                    | 0.17   | 130  | R  |       |     | From  | 35-1014 EAST                    |        |        |    | NA       |            | NA    | NA | 1999       |
|                           |        |      |    |       |     |       |                                 |        |        |    |          |            |       |    |            |
| (1006)                    | 0.15   | 330  | R  |       |     | From  | 35-1014 WEST                    |        |        |    | NA       |            | NA    | NA | 1999       |
|                           |        |      |    |       |     |       |                                 |        |        |    |          |            |       |    |            |
| (1006)                    | 0.08   | 430  | R  |       |     | From  | 35-726                          |        |        |    | NA       |            | NA    | NA | 1999       |
|                           |        |      |    |       |     |       |                                 |        |        |    |          |            |       |    |            |
| (1006)                    | 0.05   | 480  | R  |       |     | From  | 35-1005 EAST                    |        |        |    | NA       |            | NA    | NA | 1999       |
|                           |        |      |    |       |     |       |                                 |        |        |    |          |            |       |    |            |
| (1006)                    | 0.36   | 580  | R  |       |     | From  | 35-1005 WEST                    |        |        |    | NA       |            | NA    | NA | 1999       |
|                           |        |      |    |       |     |       |                                 |        |        |    |          |            |       |    |            |
| (1006)                    |        |      |    |       |     | To    | 35-1003                         |        |        |    |          |            |       |    |            |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck |            |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|---------------------------|--------|------|----|-------|-----|-------|------------|--------|--------|----|----------|------------|-------|----|------|
|                           |        |      |    |       |     | 2Axle | 3+Axle     | 1Trail | 2Trail |    |          |            |       |    |      |
| <b>Town of Rich Creek</b> |        |      |    |       |     |       |            |        |        |    |          |            |       |    |      |
| (1006)                    | 0.06   | 590  | R  |       |     | From  | 35-1003    |        |        |    | NA       |            | NA    | NA | 1999 |
| (1006)                    | 0.05   | 850  | R  |       |     | To    | 35-1019    |        |        |    | NA       |            | NA    | NA | 1999 |
| (1006)                    | 0.04   | 170  | R  |       |     | From  | 35-1021    |        |        |    | NA       |            | NA    | NA | 1999 |
| (1007)                    | 0.10   | 50   | R  |       |     | To    | 35-1023    |        |        |    | NA       |            | NA    | NA | 1999 |
| (1008)                    | 0.15   | 70   | R  |       |     | From  | 35-712     |        |        |    | NA       |            | NA    | NA | 1999 |
| (1009)                    | 0.10   | 50   | R  |       |     | To    | Dead End   |        |        |    | NA       |            | NA    | NA | 1999 |
| (1010)                    | 0.07   | 90   | R  |       |     | From  | 35-712     |        |        |    | NA       |            | NA    | NA | 1999 |
| (1010)                    | 0.01   | 120  | R  |       |     | To    | Dead End   |        |        |    | NA       |            | NA    | NA | 1999 |
| (1011)                    | 0.12   | 50   | R  |       |     | From  | 35-806     |        |        |    | NA       |            | NA    | NA | 1999 |
| (1012)                    | 0.04   | 10   | R  |       |     | To    | 35-1022    |        |        |    | NA       |            | NA    | NA | 1999 |
| (1012)                    | 0.04   | 40   | R  |       |     | To    | 35-1020    |        |        |    | NA       |            | NA    | NA | 1999 |
| (1013)                    | 0.09   | 60   | R  |       |     | From  | 35-712     |        |        |    | NA       |            | NA    | NA | 1999 |
| (1014)                    | 0.05   | 120  | R  |       |     | To    | Dead End   |        |        |    | NA       |            | NA    | NA | 1999 |
| (1014)                    | 0.04   | 90   | R  |       |     | From  | 35-1015    |        |        |    | NA       |            | NA    | NA | 1999 |
| (1014)                    | 0.04   | 40   | R  |       |     | To    | 35-1013    |        |        |    | NA       |            | NA    | NA | 1999 |
| (1015)                    | 0.23   | 30   | R  |       |     | From  | 35-1006    |        |        |    | NA       |            | NA    | NA | 1999 |
| (1015)                    | 0.10   | 60   | R  |       |     | To    | 35-1015    |        |        |    | NA       |            | NA    | NA | 1999 |
| (1015)                    | 0.04   | 10   | R  |       |     | To    | 35-1013    |        |        |    | NA       |            | NA    | NA | 1999 |
| (1016)                    | 0.05   | 20   | R  |       |     | To    | 35-1006    |        |        |    | NA       |            | NA    | NA | 1999 |
| (1017)                    | 0.15   | 20   | R  |       |     | From  | Cul-de-Sac |        |        |    | NA       |            | NA    | NA | 1999 |
| (1017)                    | 0.15   | 20   | R  |       |     | To    | 35-1012    |        |        |    | NA       |            | NA    | NA | 1999 |
| (1017)                    | 0.10   | 60   | R  |       |     | To    | 35-1014    |        |        |    | NA       |            | NA    | NA | 1999 |
| (1018)                    | 0.25   | 40   | R  |       |     | From  | Dead End   |        |        |    | NA       |            | NA    | NA | 1999 |
| (1018)                    | 0.15   | 20   | R  |       |     | To    | 35-712     |        |        |    | NA       |            | NA    | NA | 1999 |
| (1018)                    | 0.25   | 40   | R  |       |     | From  | Dead End   |        |        |    | NA       |            | NA    | NA | 1999 |
| (1018)                    | 0.25   | 40   | R  |       |     | To    | 35-726     |        |        |    | NA       |            | NA    | NA | 1999 |
| (1018)                    | 0.25   | 40   | R  |       |     | From  | Dead End   |        |        |    | NA       |            | NA    | NA | 1999 |
| (1018)                    | 0.25   | 40   | R  |       |     | To    | 35-806     |        |        |    | NA       |            | NA    | NA | 1999 |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck |                |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|---------------------------|--------|------|----|-------|-----|-------|----------------|--------|--------|----|----------|------------|-------|----|------|
|                           |        |      |    |       |     | 2Axle | 3+Axle         | 1Trail | 2Trail |    |          |            |       |    |      |
| <b>Town of Rich Creek</b> |        |      |    |       |     |       |                |        |        |    |          |            |       |    |      |
| (1019)                    | 0.05   | 450  | R  |       |     | From  | 35-1006        |        |        |    | NA       |            | NA    | NA | 1999 |
| (1019)                    | 0.05   | 700  | R  |       |     | To    | 35-1002        |        |        |    | NA       |            | NA    | NA | 1999 |
|                           |        |      |    |       |     | To    | US 219         |        |        |    |          |            |       |    |      |
| (1020)                    | 0.20   | 210  | R  |       |     | From  | 35-806         |        |        |    | NA       |            | NA    | NA | 1999 |
|                           |        |      |    |       |     | To    | 35-1010        |        |        |    |          |            |       |    |      |
| (1021)                    | 0.10   | 6000 | R  |       |     | From  | 35-712         |        |        |    | NA       |            | NA    | NA | 1999 |
|                           |        |      |    |       |     | To    | 35-1006        |        |        |    |          |            |       |    |      |
| (1021)                    | 0.07   | 6200 | R  |       |     | From  | 35-1002        |        |        |    | NA       |            | NA    | NA | 1999 |
|                           |        |      |    |       |     | To    | US 219         |        |        |    |          |            |       |    |      |
| (1021)                    | 0.06   | 6400 | R  |       |     | From  | 35-1010        |        |        |    | NA       |            | NA    | NA | 1999 |
|                           |        |      |    |       |     | To    | Dead End       |        |        |    |          |            |       |    |      |
| (1022)                    | 0.05   | 30   | R  |       |     | From  | 35-1006        |        |        |    | NA       |            | NA    | NA | 1999 |
|                           |        |      |    |       |     | To    | Dead End       |        |        |    |          |            |       |    |      |
| (1023)                    | 0.06   | 140  | R  |       |     | From  | 35-1002        |        |        |    | NA       |            | NA    | NA | 1999 |
|                           |        |      |    |       |     | To    | Dead End       |        |        |    |          |            |       |    |      |
| (1023)                    | 0.08   | 30   | R  |       |     | From  | 35-806         |        |        |    | NA       |            | NA    | NA | 1995 |
|                           |        |      |    |       |     | To    | Dead End       |        |        |    |          |            |       |    |      |
| (1024)                    | 0.14   | 280  | R  |       |     | From  | 35-806         |        |        |    | NA       |            | NA    | NA | 1995 |
|                           |        |      |    |       |     | To    | 35-647         |        |        |    |          |            |       |    |      |
| (1024)                    | 0.04   | 100  | R  |       |     | From  | 35-647         |        |        |    | NA       |            | NA    | NA | 1999 |
|                           |        |      |    |       |     | To    | Dead End       |        |        |    |          |            |       |    |      |
| (1025)                    | 0.30   | 50   | R  |       |     | From  | 35-806         |        |        |    | NA       |            | NA    | NA | 1999 |
|                           |        |      |    |       |     | To    | NCL Rich Creek |        |        |    |          |            |       |    |      |
| <b>Giles County</b>       |        |      |    |       |     |       |                |        |        |    |          |            |       |    |      |
| (1030)                    | 0.12   | 190  | R  |       |     | From  | Dead End       |        |        |    | NA       |            | NA    | NA | 1999 |
|                           |        |      |    |       |     | To    | 35-642         |        |        |    |          |            |       |    |      |
| (1101)                    | 0.01   | 20   | R  |       |     | From  | NCL Narrows    |        |        |    | NA       |            | NA    | NA | 1999 |
|                           |        |      |    |       |     | To    | Dead End       |        |        |    |          |            |       |    |      |
| (1104)                    | 0.10   | 46   | R  |       |     | From  | Dead End       |        |        |    | NA       |            | NA    | NA | 1999 |
|                           |        |      |    |       |     | To    | 35-1105        |        |        |    |          |            |       |    |      |
| (1105)                    | 0.02   | 700  | R  |       |     | From  | ECL Narrows    |        |        |    | NA       |            | NA    | NA | 1999 |
|                           |        |      |    |       |     | To    | 35-1107        |        |        |    |          |            |       |    |      |
| (1105)                    | 0.05   | 730  | R  |       |     | From  | 35-1107        |        |        |    | NA       |            | NA    | NA | 1999 |
|                           |        |      |    |       |     | To    | 35-1104        |        |        |    |          |            |       |    |      |
| (1105)                    | 0.25   | 780  | R  |       |     | From  | 35-1104        |        |        |    | NA       |            | NA    | NA | 1999 |
|                           |        |      |    |       |     | To    | US 460         |        |        |    |          |            |       |    |      |
| (1106)                    | 0.43   | 100  | R  |       |     | From  | Dead End       |        |        |    | NA       |            | NA    | NA | 1999 |
|                           |        |      |    |       |     | To    | SCL Narrows    |        |        |    |          |            |       |    |      |
| (1107)                    | 0.15   | 40   | R  |       |     | From  | 35-1105        |        |        |    | NA       |            | NA    | NA | 1999 |
|                           |        |      |    |       |     | To    | Dead End       |        |        |    |          |            |       |    |      |

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| Route               | Length | AADT | QA | 4Tire | Bus | Truck |                  |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|---------------------|--------|------|----|-------|-----|-------|------------------|--------|--------|----|----------|------------|-------|----|------|
|                     |        |      |    |       |     | 2Axle | 3+Axle           | 1Trail | 2Trail |    |          |            |       |    |      |
| <b>Giles County</b> |        |      |    |       |     |       |                  |        |        |    |          |            |       |    |      |
| (1108)              | 0.50   | 30   | R  |       |     | From  | Dead End         |        |        |    | NA       |            | NA    | NA | 1999 |
|                     |        |      |    |       |     | To    | 35-1106          |        |        |    |          |            |       |    |      |
| (1110)              | 0.06   | 20   | R  |       |     | From  | Dead End         |        |        |    | NA       |            | NA    | NA | 1999 |
|                     |        |      |    |       |     | To    | 35-710           |        |        |    |          |            |       |    |      |
| (1111)              | 0.10   | 20   | R  |       |     | From  | Dead End         |        |        |    | NA       |            | NA    | NA | 1999 |
|                     |        |      |    |       |     | To    | 35-710           |        |        |    |          |            |       |    |      |
| (1112)              | 0.06   | 20   | R  |       |     | From  | Dead End         |        |        |    | NA       |            | NA    | NA | 1999 |
|                     |        |      |    |       |     | To    | 35-710           |        |        |    |          |            |       |    |      |
| (1113)              | 0.03   | 20   | R  |       |     | From  | Dead End         |        |        |    | NA       |            | NA    | NA | 1999 |
|                     |        |      |    |       |     | To    | 35-710           |        |        |    |          |            |       |    |      |
| (1120)              | 0.10   | 40   | R  |       |     | From  | 35-652           |        |        |    | NA       |            | NA    | NA | 1999 |
|                     |        |      |    |       |     | To    | Dead End         |        |        |    |          |            |       |    |      |
| (1201)              | 0.10   | 200  | R  |       |     | From  | ECL Pearisburg S |        |        |    | NA       |            | NA    | NA | 1995 |
|                     |        |      |    |       |     | To    | 35-1202          |        |        |    |          |            |       |    |      |
| (1201)              | 0.01   | 130  | R  |       |     | From  | 35-1203          |        |        |    | NA       |            | NA    | NA | 1995 |
|                     |        |      |    |       |     | To    | 35-1203          |        |        |    |          |            |       |    |      |
| (1201)              | 0.39   | 100  | R  |       |     | From  | 35-1202          |        |        |    | NA       |            | NA    | NA | 1986 |
|                     |        |      |    |       |     | To    | ECL Pearisburg N |        |        |    |          |            |       |    |      |
| (1202)              | 0.07   | 40   | R  |       |     | From  | 35-1201          |        |        |    | NA       |            | NA    | NA | 1995 |
|                     |        |      |    |       |     | To    | 35-1201          |        |        |    |          |            |       |    |      |
| (1203)              | 0.07   | 100  | R  |       |     | From  | ECL Pearisburg   |        |        |    | NA       |            | NA    | NA | 1993 |
|                     |        |      |    |       |     | To    | 35-1201          |        |        |    |          |            |       |    |      |
| (1204)              | 0.05   | NA   |    |       |     | From  | ECL Pearisburg   |        |        |    | NA       |            | NA    | NA |      |
|                     |        |      |    |       |     | To    | Dead End         |        |        |    |          |            |       |    |      |
| (1209)              | 0.10   | 70   | R  |       |     | From  | Dead End         |        |        |    | NA       |            | NA    | NA | 1995 |
|                     |        |      |    |       |     | To    | SR 100           |        |        |    |          |            |       |    |      |
| (1210)              | 0.19   | 740  | R  |       |     | From  | SR 100; 35-741   |        |        |    | NA       |            | NA    | NA | 1995 |
|                     |        |      |    |       |     | To    | SR 100           |        |        |    |          |            |       |    |      |
| (1211)              | 0.07   | 20   | R  |       |     | From  | Dead End         |        |        |    | NA       |            | NA    | NA | 1995 |
|                     |        |      |    |       |     | To    | SR 100           |        |        |    |          |            |       |    |      |
| (1212)              | 0.03   | 70   | R  |       |     | From  | Dead End         |        |        |    | NA       |            | NA    | NA | 1993 |
|                     |        |      |    |       |     | To    | 0.03 MN Dead End |        |        |    |          |            |       |    |      |
| (1212)              | 0.12   | 110  | R  |       |     | From  | WCL Pearisburg   |        |        |    | NA       |            | NA    | NA | 1995 |
|                     |        |      |    |       |     | To    | Cul-de-Sac       |        |        |    |          |            |       |    |      |
| (1213)              | 0.41   | 110  | R  |       |     | From  | 35-1214          |        |        |    | NA       |            | NA    | NA | 1995 |
|                     |        |      |    |       |     | To    | 35-640           |        |        |    |          |            |       |    |      |

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| Route               | Length | AADT | QA | 4Tire | Bus | Truck              |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year       |
|---------------------|--------|------|----|-------|-----|--------------------|--------|--------|--------|----|----------|------------|-------|----|------------|
|                     |        |      |    |       |     | 2Axle              | 3+Axle | 1Trail | 2Trail |    |          |            |       |    |            |
| <b>Giles County</b> |        |      |    |       |     |                    |        |        |        |    |          |            |       |    |            |
| (1214)              | 0.19   | 80   | R  |       |     | From: 35-1213      |        |        |        |    | NA       |            | NA    | NA | 1995       |
|                     |        |      |    |       |     | To: Cul-de-Sac     |        |        |        |    |          |            |       |    |            |
| (1215)              | 0.06   | 230  | R  |       |     | From: SR 100       |        |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To: 35-1216        |        |        |        |    |          |            |       |    |            |
| (1215)              | 0.11   | 150  | R  |       |     | From: 35-1218      |        |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To: 35-1226        |        |        |        |    |          |            |       |    |            |
| (1215)              | 0.16   | 46   | R  |       |     | From: 35-1226      |        |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To: Dead End       |        |        |        |    |          |            |       |    |            |
| (1216)              | 0.07   | 120  | R  |       |     | From: 35-1215      |        |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To: 35-1218        |        |        |        |    |          |            |       |    |            |
| (1216)              | 0.05   | 60   | R  |       |     | From: 35-1226      |        |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To: SR 100         |        |        |        |    |          |            |       |    |            |
| (1217)              | 0.23   | 1000 | R  |       |     | From: SR 100       |        |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To: Dead End       |        |        |        |    |          |            |       |    |            |
| (1218)              | 0.06   | 20   | R  |       |     | From: 35-1216      |        |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To: 35-1215        |        |        |        |    |          |            |       |    |            |
| (1219)              | 0.28   | 180  | R  |       |     | From: SR 100       |        |        |        |    | NA       |            | NA    | NA | 1986       |
|                     |        |      |    |       |     | To: SR 100         |        |        |        |    |          |            |       |    |            |
| (1220)              | 0.33   | 40   | R  |       |     | From: Dead End     |        |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To: 35-1227        |        |        |        |    |          |            |       |    |            |
| (1222)              | 0.06   | 30   | R  |       |     | From: 35-735       |        |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To: Dead End       |        |        |        |    |          |            |       |    |            |
| (1223)              | 0.10   | 60   | R  |       |     | From: 35-728       |        |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To: 35-735         |        |        |        |    |          |            |       |    |            |
| (1224)              | 0.21   | 140  | R  |       |     | From: Dead End     |        |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To: SR 100         |        |        |        |    |          |            |       |    |            |
| (1225)              | 0.20   | 40   | R  |       |     | From: Dead End     |        |        |        |    | NA       |            | NA    | NA | 05/15/2002 |
|                     |        |      |    |       |     | To: 35-638         |        |        |        |    |          |            |       |    |            |
| (1226)              | 0.09   | 30   | R  |       |     | From: 35-1216      |        |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To: 35-1215        |        |        |        |    |          |            |       |    |            |
| (1227)              | 0.10   | 48   | R  |       |     | From: Cul-de-Sac   |        |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To: 35-1228        |        |        |        |    |          |            |       |    |            |
| (1227)              | 0.19   | 120  | R  |       |     | From: 35-1231      |        |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To: 35-1220        |        |        |        |    |          |            |       |    |            |
| (1227)              | 0.10   | 210  | R  |       |     | From: 35-1220      |        |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To: SR 100; 35-788 |        |        |        |    |          |            |       |    |            |

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| Route               | Length | AADT | QA | 4Tire | Bus | Truck |                |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year       |
|---------------------|--------|------|----|-------|-----|-------|----------------|--------|--------|----|----------|------------|-------|----|------------|
|                     |        |      |    |       |     | 2Axle | 3+Axle         | 1Trail | 2Trail |    |          |            |       |    |            |
| <b>Giles County</b> |        |      |    |       |     |       |                |        |        |    |          |            |       |    |            |
| (1228)              | 0.05   | 20   | R  |       |     | From  | Dead End       |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To    | 35-1227        |        |        |    |          |            |       |    |            |
| (1229)              | 0.04   | 160  | R  |       |     | From  | 35-637         |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To    | 35-1239        |        |        |    |          |            |       |    |            |
| (1229)              | 0.06   | 140  | R  |       |     | From  | 35-807         |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To    | US 460 BUS     |        |        |    |          |            |       |    |            |
| (1229)              | 0.01   | 160  | R  |       |     | From  | Dead End       |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To    | SR 100         |        |        |    |          |            |       |    | 04/17/2002 |
| (1230)              | 0.15   | 40   | R  |       |     | From  | 35-1227        |        |        |    | NA       |            | NA    | NA |            |
|                     |        |      |    |       |     | To    | Dead End       |        |        |    |          |            |       |    |            |
| (1231)              | 0.05   | 20   | R  |       |     | From  | Dead End       |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To    | 35-1234        |        |        |    |          |            |       |    |            |
| (1232)              | 0.11   | 50   | R  |       |     | From  | Dead End       |        |        |    | NA       |            | NA    | NA | 1986       |
|                     |        |      |    |       |     | To    | 35-1234        |        |        |    |          |            |       |    |            |
| (1232)              | 0.11   | 60   | R  |       |     | From  | Dead End       |        |        |    | NA       |            | NA    | NA | 1986       |
|                     |        |      |    |       |     | To    | Dead End       |        |        |    |          |            |       |    |            |
| (1233)              | 0.08   | 40   | R  |       |     | From  | Dead End       |        |        |    | NA       |            | NA    | NA | 1986       |
|                     |        |      |    |       |     | To    | 35-1234        |        |        |    |          |            |       |    |            |
| (1233)              | 0.11   | 180  | R  |       |     | From  | Dead End       |        |        |    | NA       |            | NA    | NA | 1986       |
|                     |        |      |    |       |     | To    | 35-1234        |        |        |    |          |            |       |    |            |
| (1234)              | 0.03   | 460  | R  |       |     | From  | ECL Pearisburg |        |        |    | NA       |            | NA    | NA | 1986       |
|                     |        |      |    |       |     | To    | 35-1232        |        |        |    |          |            |       |    |            |
| (1234)              | 0.07   | 280  | R  |       |     | From  | 35-1232        |        |        |    | NA       |            | NA    | NA | 1986       |
|                     |        |      |    |       |     | To    | 35-1233        |        |        |    |          |            |       |    |            |
| (1234)              | 0.04   | 4    | R  |       |     | From  | Dead End       |        |        |    | NA       |            | NA    | NA | 1986       |
|                     |        |      |    |       |     | To    | 35-1233        |        |        |    |          |            |       |    |            |
| (1235)              | 0.13   | 200  | R  |       |     | From  | 35-634         |        |        |    | NA       |            | NA    | NA | 1986       |
|                     |        |      |    |       |     | To    | 35-1238        |        |        |    |          |            |       |    |            |
| (1236)              | 0.12   | 190  | R  |       |     | From  | 35-634         |        |        |    | NA       |            | NA    | NA | 1986       |
|                     |        |      |    |       |     | To    | 35-1238        |        |        |    |          |            |       |    |            |
| (1238)              | 0.03   | 20   | R  |       |     | From  | NCL Pearisburg |        |        |    | NA       |            | NA    | NA | 1986       |
|                     |        |      |    |       |     | To    | 35-1235        |        |        |    |          |            |       |    |            |
| (1238)              | 0.09   | 70   | R  |       |     | From  | 35-1235        |        |        |    | NA       |            | NA    | NA | 1986       |
|                     |        |      |    |       |     | To    | 35-1236        |        |        |    |          |            |       |    |            |
| (1238)              | 0.09   | 120  | R  |       |     | From  | 35-1236        |        |        |    | NA       |            | NA    | NA | 1986       |
|                     |        |      |    |       |     | To    | 35-634         |        |        |    |          |            |       |    |            |
| (1239)              | 0.15   | 20   | R  |       |     | From  | 35-1229        |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To    | Dead End       |        |        |    |          |            |       |    |            |
| (1240)              | 0.06   | 20   | R  |       |     | From  | 35-637         |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To    | Dead End       |        |        |    |          |            |       |    |            |
| (1241)              | 0.07   | 10   | R  |       |     | From  | 35-637         |        |        |    | NA       |            | NA    | NA | 1999       |
|                     |        |      |    |       |     | To    | Dead End       |        |        |    |          |            |       |    |            |

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| Route                   | Length | AADT | QA | 4Tire | Bus | Truck |                          |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year |      |
|-------------------------|--------|------|----|-------|-----|-------|--------------------------|--------|--------|----|----------|------------|-------|----|------|------|
|                         |        |      |    |       |     | 2Axle | 3+Axle                   | 1Trail | 2Trail |    |          |            |       |    |      |      |
| <b>Giles County</b>     |        |      |    |       |     |       |                          |        |        |    |          |            |       |    |      |      |
| (1242)                  | 0.13   | 30   | R  |       |     | From  | 35-634                   |        |        |    |          | NA         |       | NA |      | 1993 |
|                         |        |      |    |       |     | To    | Dead End                 |        |        |    |          |            |       |    |      |      |
| <b>Town of Glen Lyn</b> |        |      |    |       |     |       |                          |        |        |    |          |            |       |    |      |      |
| (1301)                  | 0.14   | 40   | R  |       |     | From  | Dead End                 |        |        |    |          | NA         |       | NA |      | 1999 |
|                         |        |      |    |       |     | To    | 35-704                   |        |        |    |          |            |       |    |      |      |
| (1302)                  | 0.05   | 40   | R  |       |     | From  | West Virginia State Line |        |        |    |          | NA         |       | NA |      | 1999 |
|                         |        |      |    |       |     | To    | 35-648                   |        |        |    |          |            |       |    |      |      |
| (1303)                  | 0.08   | 50   | R  |       |     | From  | 35-1304                  |        |        |    |          | NA         |       | NA |      | 1999 |
|                         |        |      |    |       |     | To    | 35-704                   |        |        |    |          |            |       |    |      |      |
| (1304)                  | 0.04   | 45   | R  |       |     | From  | Dead End                 |        |        |    |          | NA         |       | NA |      | 1999 |
|                         |        |      |    |       |     | To    | 35-1303                  |        |        |    |          |            |       |    |      |      |
| (1304)                  | 0.03   | NA   |    |       |     | From  | Dead End                 |        |        |    |          | NA         |       | NA |      |      |
|                         |        |      |    |       |     | To    | Dead End                 |        |        |    |          |            |       |    |      |      |
| (1305)                  | 0.07   | 2    | R  |       |     | From  | Dead End                 |        |        |    |          | NA         |       | NA |      | 1999 |
|                         |        |      |    |       |     | To    | 35-704                   |        |        |    |          |            |       |    |      |      |
| <b>Giles County</b>     |        |      |    |       |     |       |                          |        |        |    |          |            |       |    |      |      |
| (1306)                  | 0.30   | 70   | R  |       |     | From  | 35-806                   |        |        |    |          | NA         |       | NA |      | 1999 |
|                         |        |      |    |       |     | To    | Dead End                 |        |        |    |          |            |       |    |      |      |
| <b>Town of Glen Lyn</b> |        |      |    |       |     |       |                          |        |        |    |          |            |       |    |      |      |
| (1307)                  | 0.05   | 220  | R  |       |     | From  | Dead End                 |        |        |    |          | NA         |       | NA |      | 1999 |
|                         |        |      |    |       |     | To    | 35-649                   |        |        |    |          |            |       |    |      |      |
| (1308)                  | 0.47   | 250  | R  |       |     | From  | US 460                   |        |        |    |          | NA         |       | NA |      | 1999 |
|                         |        |      |    |       |     | To    | ECL Glen Lyn             |        |        |    |          |            |       |    |      |      |
| <b>Giles County</b>     |        |      |    |       |     |       |                          |        |        |    |          |            |       |    |      |      |
| (1308)                  | 0.21   | 40   | R  |       |     | From  | ECL Glen Lyn             |        |        |    |          | NA         |       | NA |      | 1999 |
|                         |        |      |    |       |     | To    | Dead End                 |        |        |    |          |            |       |    |      |      |
| <b>Town of Pembroke</b> |        |      |    |       |     |       |                          |        |        |    |          |            |       |    |      |      |
| (1401)                  | 0.06   | 180  | R  |       |     | From  | 35-1404                  |        |        |    |          | NA         |       | NA |      | 1986 |
|                         |        |      |    |       |     | To    | US 460                   |        |        |    |          |            |       |    |      |      |
| (1402)                  | 0.12   | 90   | R  |       |     | From  | 35-747                   |        |        |    |          | NA         |       | NA |      | 1986 |
|                         |        |      |    |       |     | To    | 35-1404                  |        |        |    |          |            |       |    |      |      |
| (1403)                  | 0.12   | 300  | R  |       |     | From  | US 460; 35-626           |        |        |    |          | NA         |       | NA |      | 1986 |
|                         |        |      |    |       |     | To    | 35-1413; 35-1414         |        |        |    |          |            |       |    |      |      |
| (1403)                  | 0.13   | 30   | R  |       |     | From  | 35-626                   |        |        |    |          | NA         |       | NA |      | 1986 |
|                         |        |      |    |       |     | To    |                          |        |        |    |          |            |       |    |      |      |
| (1404)                  | 0.02   | NA   |    |       |     | From  | US 460                   |        |        |    |          | NA         |       | NA |      |      |
|                         |        |      |    |       |     | To    | 35-631                   |        |        |    |          |            |       |    |      |      |
| (1404)                  | 0.05   | 90   | R  |       |     | From  | 35-631                   |        |        |    |          | NA         |       | NA |      | 1986 |
|                         |        |      |    |       |     | To    | 35-1402                  |        |        |    |          |            |       |    |      |      |
| (1404)                  | 0.04   | 280  | R  |       |     | From  | 35-747                   |        |        |    |          | NA         |       | NA |      | 1986 |
|                         |        |      |    |       |     | To    | WEST                     |        |        |    |          |            |       |    |      |      |
| (1404)                  | 0.02   | 620  | R  |       |     | From  | 35-747 WEST              |        |        |    |          | NA         |       | NA |      | 1986 |
|                         |        |      |    |       |     | To    | EAST                     |        |        |    |          |            |       |    |      |      |

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| Route                   | Length | AADT | QA | 4Tire | Bus | Truck |                       |        |        | QC | K Factor | Dir Factor | AAWDT | QW   | Year |      |
|-------------------------|--------|------|----|-------|-----|-------|-----------------------|--------|--------|----|----------|------------|-------|------|------|------|
|                         |        |      |    |       |     | 2Axle | 3+Axle                | 1Trail | 2Trail |    |          |            |       |      |      |      |
| <b>Town of Pembroke</b> |        |      |    |       |     |       |                       |        |        |    |          |            |       |      |      |      |
| (1404)                  | 0.14   | 660  | R  |       |     | From  | 35-747 EAST           |        |        |    |          | NA         |       | NA   | 1986 |      |
| (1404)                  | 0.03   | 1200 | G  |       |     | To    | 35-623 WEST           |        |        |    | 0.098    | F          | 0.561 | 1300 | G    | 2003 |
| (1404)                  | 0.17   | 1000 | R  |       |     | From  | 35-623 EAST           |        |        |    |          | NA         |       | NA   | 1986 |      |
| (1404)                  | 0.15   | 1300 | R  |       |     | To    | 35-1401               |        |        |    |          | NA         |       | NA   | 1986 |      |
| (1404)                  | 0.02   | 1400 | R  |       |     | From  | 35-626                |        |        |    |          | NA         |       | NA   | 1986 |      |
|                         |        |      |    |       |     | To    | US 460                |        |        |    |          |            |       |      |      |      |
| <b>Giles County</b>     |        |      |    |       |     |       |                       |        |        |    |          |            |       |      |      |      |
| (1405)                  | 0.06   | 9    | R  |       |     | From  | Dead End              |        |        |    |          | NA         |       | NA   | 1986 |      |
|                         |        |      |    |       |     | To    | 35-1420; SCL Pembroke |        |        |    |          |            |       |      |      |      |
| <b>Town of Pembroke</b> |        |      |    |       |     |       |                       |        |        |    |          |            |       |      |      |      |
| (1405)                  | 0.07   | 30   | R  |       |     | From  | 35-1420; SCL Pembroke |        |        |    |          | NA         |       | NA   | 1986 |      |
| (1405)                  | 0.05   | 80   | R  |       |     | To    | 35-626                |        |        |    |          | NA         |       | NA   | 1986 |      |
| (1405)                  | 0.05   | 5    | R  |       |     | From  | 35-1408               |        |        |    |          | NA         |       | NA   | 1986 |      |
|                         |        |      |    |       |     | To    | Dead End              |        |        |    |          |            |       |      |      |      |
| (1406)                  | 0.06   | 40   | R  |       |     | From  | 35-626                |        |        |    |          | NA         |       | NA   | 1986 |      |
|                         |        |      |    |       |     | To    | 35-1408               |        |        |    |          |            |       |      |      |      |
| (1407)                  | 0.06   | 40   | R  |       |     | From  | 35-626                |        |        |    |          | NA         |       | NA   | 1986 |      |
|                         |        |      |    |       |     | To    | 35-1408               |        |        |    |          |            |       |      |      |      |
| (1408)                  | 0.05   | 30   | R  |       |     | From  | 35-1407               |        |        |    |          | NA         |       | NA   | 1986 |      |
|                         |        |      |    |       |     | To    | 35-1406               |        |        |    |          |            |       |      |      |      |
| (1408)                  | 0.05   | 80   | R  |       |     | From  | 35-1406               |        |        |    |          | NA         |       | NA   | 1986 |      |
|                         |        |      |    |       |     | To    | 35-1405               |        |        |    |          |            |       |      |      |      |
| (1409)                  | 0.20   | 50   | R  |       |     | From  | US 460                |        |        |    |          | NA         |       | NA   | 1986 |      |
|                         |        |      |    |       |     | To    | 35-1415               |        |        |    |          |            |       |      |      |      |
| (1409)                  | 0.05   | 40   | R  |       |     | From  | 35-1415               |        |        |    |          | NA         |       | NA   | 1986 |      |
|                         |        |      |    |       |     | To    | 35-742                |        |        |    |          |            |       |      |      |      |
| (1410)                  | 0.18   | 50   | R  |       |     | From  | US 460                |        |        |    |          | NA         |       | NA   | 1993 |      |
|                         |        |      |    |       |     | To    | Dead End              |        |        |    |          |            |       |      |      |      |
| (1411)                  | 0.12   | 50   | R  |       |     | From  | Dead End              |        |        |    |          | NA         |       | NA   | 1986 |      |
|                         |        |      |    |       |     | To    | 35-626                |        |        |    |          |            |       |      |      |      |
| (1412)                  | 0.20   | 80   | R  |       |     | From  | 35-742 SOUTH          |        |        |    |          | NA         |       | NA   | 1986 |      |
|                         |        |      |    |       |     | To    | 35-742 NORTH          |        |        |    |          |            |       |      |      |      |
| (1413)                  | 0.10   | 30   | R  |       |     | From  | Dead End              |        |        |    |          | NA         |       | NA   | 1986 |      |
|                         |        |      |    |       |     | To    | 35-1403; 35-1414      |        |        |    |          |            |       |      |      |      |
| (1413)                  | 0.15   | 70   | R  |       |     | From  | Dead End              |        |        |    |          | NA         |       | NA   | 1986 |      |
|                         |        |      |    |       |     | To    | Dead End              |        |        |    |          |            |       |      |      |      |

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| Route                   | Length | AADT | QA | 4Tire | Bus | Truck |                      |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year       |
|-------------------------|--------|------|----|-------|-----|-------|----------------------|--------|--------|----|----------|------------|-------|----|------------|
|                         |        |      |    |       |     | 2Axle | 3+Axle               | 1Trail | 2Trail |    |          |            |       |    |            |
| <b>Town of Pembroke</b> |        |      |    |       |     |       |                      |        |        |    |          |            |       |    |            |
| (1414)                  | 0.04   | 220  | R  |       |     | From  | 35-1403; 35-1413     |        |        |    | NA       |            | NA    | NA | 1986       |
| (1414)                  | 0.05   | 70   | R  |       |     | To    | 35-1416              |        |        |    | NA       |            | NA    | NA | 1986       |
| (1414)                  | 0.16   | 10   | R  |       |     | From  | 35-1418              |        |        |    | NA       |            | NA    | NA | 1986       |
| (1415)                  | 0.10   | 40   | R  |       |     | To    | Dead End             |        |        |    | NA       |            | NA    | NA | 1986       |
| (1416)                  | 0.08   | 30   | R  |       |     | From  | 35-742               |        |        |    | NA       |            | NA    | NA | 1986       |
| (1416)                  | 0.43   | 130  | R  |       |     | To    | 35-1409              |        |        |    | NA       |            | NA    | NA | 1993       |
| (1417)                  | 0.17   | 20   | R  |       |     | From  | 35-742               |        |        |    | NA       |            | NA    | NA | 1995       |
| (1418)                  | 0.04   | 10   | R  |       |     | To    | Dead End             |        |        |    | NA       |            | NA    | NA | 1995       |
| (1418)                  | 0.03   | 10   | R  |       |     | From  | 35-1414              |        |        |    | NA       |            | NA    | NA | 1995       |
| (1418)                  | 0.08   | 20   | R  |       |     | To    | 0.03 MS 35-1414      |        |        |    | NA       |            | NA    | NA | 1999       |
| (1419)                  | 0.10   | 30   | R  |       |     | From  | Cul-de-Sac           |        |        |    | NA       |            | NA    | NA | 1993       |
| (1419)                  |        |      |    |       |     | To    | 35-626               |        |        |    |          |            |       |    |            |
| <b>Giles County</b>     |        |      |    |       |     |       |                      |        |        |    |          |            |       |    |            |
| (1420)                  | 0.20   | 20   | R  |       |     | From  | 35-1405              |        |        |    | NA       |            | NA    | NA | 1995       |
| (1420)                  |        |      |    |       |     | To    | 35-727; SCL Pembroke |        |        |    |          |            |       |    |            |
| <b>Town of Pembroke</b> |        |      |    |       |     |       |                      |        |        |    |          |            |       |    |            |
| (1421)                  | 0.10   | 10   | R  |       |     | From  | 35-626               |        |        |    | NA       |            | NA    | NA | 04/09/2002 |
| (1421)                  |        |      |    |       |     | To    | Dead End             |        |        |    |          |            |       |    |            |
| <b>Giles County</b>     |        |      |    |       |     |       |                      |        |        |    |          |            |       |    |            |
| (1430)                  | 0.33   | NA   |    |       |     | From  | 35-1432              |        |        |    | NA       |            | NA    | NA |            |
| (1430)                  |        |      |    |       |     | To    | 35-626               |        |        |    |          |            |       |    |            |
| (1431)                  | 0.19   | NA   |    |       |     | From  | 35-1430              |        |        |    | NA       |            | NA    | NA |            |
| (1431)                  |        |      |    |       |     | To    | Cul-de-Sac           |        |        |    |          |            |       |    |            |
| (1432)                  | 0.71   | NA   |    |       |     | From  | 35-626               |        |        |    | NA       |            | NA    | NA |            |
| (1432)                  |        |      |    |       |     | To    | Cul-de-Sac           |        |        |    |          |            |       |    |            |
| (1501)                  | 0.06   | 70   | R  |       |     | From  | 35-1504              |        |        |    | NA       |            | NA    | NA | 1999       |
| (1501)                  |        |      |    |       |     | To    | 35-737               |        |        |    |          |            |       |    |            |
| (1501)                  | 0.06   | 150  | R  |       |     | From  | 35-636               |        |        |    | NA       |            | NA    | NA | 1999       |
| (1501)                  |        |      |    |       |     | To    | 35-737               |        |        |    |          |            |       |    |            |
| (1502)                  | 0.08   | 200  | R  |       |     | From  | 35-737               |        |        |    | NA       |            | NA    | NA | 1999       |
| (1502)                  |        |      |    |       |     | To    | 35-636               |        |        |    |          |            |       |    |            |

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| Route               | Length | AADT | QA | 4Tire | Bus | Truck |             |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|---------------------|--------|------|----|-------|-----|-------|-------------|--------|--------|----|----------|------------|-------|----|------|
|                     |        |      |    |       |     | 2Axle | 3+Axle      | 1Trail | 2Trail |    |          |            |       |    |      |
| <b>Giles County</b> |        |      |    |       |     |       |             |        |        |    |          |            |       |    |      |
| (1503)              | 0.14   | 60   | R  |       |     | From  | 35-1504     |        |        |    |          | NA         |       | NA | 1999 |
| (1503)              | 0.42   | 90   | R  |       |     | To    | 35-636 WEST |        |        |    |          | NA         |       | NA | 1999 |
| (1503)              |        |      |    |       |     | To    | 35-636 EAST |        |        |    |          |            |       |    |      |
| (1504)              | 0.06   | 60   | R  |       |     | From  | 35-1501     |        |        |    |          | NA         |       | NA | 1999 |
| (1504)              | 0.06   | 60   | R  |       |     | To    | 35-1503     |        |        |    |          | NA         |       | NA | 1999 |
| (1504)              |        |      |    |       |     | To    | 35-732      |        |        |    |          | NA         |       | NA | 1999 |
| (1505)              | 0.10   | 40   | R  |       |     | From  | Dead End    |        |        |    |          | NA         |       | NA | 1999 |
| (1505)              |        |      |    |       |     | To    | 35-732      |        |        |    |          |            |       |    |      |
| (1506)              | 0.60   | 80   | R  |       |     | From  | 35-636      |        |        |    |          | NA         |       | NA | 1999 |
| (1506)              |        |      |    |       |     | To    | Dead End    |        |        |    |          |            |       |    |      |
| (1507)              | 0.14   | 40   | R  |       |     | From  | 35-1504     |        |        |    |          | NA         |       | NA | 1999 |
| (1507)              |        |      |    |       |     | To    | 35-636      |        |        |    |          |            |       |    |      |
| (1508)              | 0.06   | 40   | R  |       |     | From  | 35-737      |        |        |    |          | NA         |       | NA | 1986 |
| (1508)              |        |      |    |       |     | To    | Dead End    |        |        |    |          |            |       |    |      |
| (1601)              | 0.02   | 20   | R  |       |     | From  | 35-1604     |        |        |    |          | NA         |       | NA | 1999 |
| (1601)              |        |      |    |       |     | To    | 35-1606     |        |        |    |          | NA         |       | NA | 1999 |
| (1601)              | 0.05   | 150  | R  |       |     | From  | 35-1608     |        |        |    |          | NA         |       | NA | 1999 |
| (1601)              |        |      |    |       |     | To    | 35-1603     |        |        |    |          | NA         |       | NA | 1999 |
| (1601)              | 0.04   | 290  | R  |       |     | From  | 35-1603     |        |        |    |          | NA         |       | NA | 1999 |
| (1601)              |        |      |    |       |     | To    | 35-1607     |        |        |    |          |            |       |    |      |
| (1601)              | 0.03   | 340  | R  |       |     | From  | 35-1607     |        |        |    |          | NA         |       | NA | 1999 |
| (1601)              |        |      |    |       |     | To    | 35-1602     |        |        |    |          |            |       |    |      |
| (1601)              | 0.06   | 400  | R  |       |     | From  | 35-1602     |        |        |    |          | NA         |       | NA | 1999 |
| (1601)              |        |      |    |       |     | To    | 35-782      |        |        |    |          |            |       |    |      |
| (1602)              | 0.11   | 48   | R  |       |     | From  | 35-1604     |        |        |    |          | NA         |       | NA | 1999 |
| (1602)              |        |      |    |       |     | To    | 35-1601     |        |        |    |          |            |       |    |      |
| (1603)              | 0.06   | 20   | R  |       |     | From  | 35-1604     |        |        |    |          | NA         |       | NA | 1999 |
| (1603)              |        |      |    |       |     | To    | 35-1601     |        |        |    |          |            |       |    |      |
| (1604)              | 0.07   | 10   | R  |       |     | From  | 35-1601     |        |        |    |          | NA         |       | NA | 1999 |
| (1604)              |        |      |    |       |     | To    | 35-1603     |        |        |    |          |            |       |    |      |
| (1604)              | 0.06   | 30   | R  |       |     | From  | 35-1603     |        |        |    |          | NA         |       | NA | 1999 |
| (1604)              |        |      |    |       |     | To    | 35-1602     |        |        |    |          |            |       |    |      |
| (1606)              | 1.76   | 110  | R  |       |     | From  | 35-1601     |        |        |    |          | NA         |       | NA | 1999 |
| (1606)              |        |      |    |       |     | To    | SR 61       |        |        |    |          |            |       |    |      |
| (1607)              | 0.11   | 30   | R  |       |     | From  | 35-1601     |        |        |    |          | NA         |       | NA | 1999 |
| (1607)              |        |      |    |       |     | To    | Dead End    |        |        |    |          |            |       |    |      |

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Giles Maintenance Area

| Route                     | Length | AADT | QA | 4Tire | Bus | Truck |                                 |        |        | QC | K Factor | Dir Factor | AAWDT | QW    | Year |      |      |
|---------------------------|--------|------|----|-------|-----|-------|---------------------------------|--------|--------|----|----------|------------|-------|-------|------|------|------|
|                           |        |      |    |       |     | 2Axle | 3+Axle                          | 1Trail | 2Trail |    |          |            |       |       |      |      |      |
| <b>Giles County</b>       |        |      |    |       |     |       |                                 |        |        |    |          |            |       |       |      |      |      |
| (1608)                    | 0.39   | 70   | R  |       |     | From  | 35-1601                         |        |        |    |          | NA         |       | NA    | 1999 |      |      |
|                           |        |      |    |       |     | To    | Dead End                        |        |        |    |          |            |       |       |      |      |      |
| (9160)                    | 0.09   | NA   |    |       |     | From  | SR 42                           |        |        |    |          | NA         |       | NA    |      |      |      |
|                           |        |      |    |       |     | To    | SR 42                           |        |        |    |          |            |       |       |      |      |      |
| <b>Town of Pembroke</b>   |        |      |    |       |     |       |                                 |        |        |    |          |            |       |       |      |      |      |
| (9161)                    | 0.05   | NA   |    |       |     | From  | Dead End                        |        |        |    |          | NA         |       | NA    |      |      |      |
|                           |        |      |    |       |     | To    | US 460                          |        |        |    |          |            |       |       |      |      |      |
| <b>Town of Glen Lyn</b>   |        |      |    |       |     |       |                                 |        |        |    |          |            |       |       |      |      |      |
| (9162)                    | 0.12   | NA   |    |       |     | From  | 35-704                          |        |        |    |          | NA         |       | NA    |      |      |      |
|                           |        |      |    |       |     | To    | Dead End                        |        |        |    |          |            |       |       |      |      |      |
| <b>Giles County</b>       |        |      |    |       |     |       |                                 |        |        |    |          |            |       |       |      |      |      |
| (9163)                    | 0.36   | NA   |    |       |     | From  | US 460                          |        |        |    |          | NA         |       | NA    |      |      |      |
|                           |        |      |    |       |     | To    | Cul-de-Sac                      |        |        |    |          |            |       |       |      |      |      |
| (9849)                    | 0.22   | 630  | R  |       |     | From  | US 460 BUS                      |        |        |    |          | NA         |       | NA    | 1993 |      |      |
|                           |        |      |    |       |     | To    | US 460 BUS                      |        |        |    |          |            |       |       |      |      |      |
| (9850)                    | 0.05   | NA   |    |       |     | From  | White Gate Elem School          |        |        |    |          | NA         |       | NA    |      |      |      |
|                           |        |      |    |       |     | To    | Dead End                        |        |        |    |          |            |       |       |      |      |      |
| (9851)                    | 0.10   | NA   |    |       |     | From  | Dead End                        |        |        |    |          | NA         |       | NA    |      |      |      |
|                           |        |      |    |       |     | To    | Kimbalton Elem School           |        |        |    |          |            |       |       |      |      |      |
| (9852)                    | 0.05   | NA   |    |       |     | From  | Dead End                        |        |        |    |          | NA         |       | NA    |      |      |      |
|                           |        |      |    |       |     | To    | 35-663                          |        |        |    |          |            |       |       |      |      |      |
| <b>Town of Narrows</b>    |        |      |    |       |     |       |                                 |        |        |    |          |            |       |       |      |      |      |
| (1324) Valley Street      | 0.13   | NA   |    |       |     | From  | SR 61 Gap Terminus Main Street  |        |        |    |          | NA         |       | NA    |      |      |      |
|                           |        |      |    |       |     | To    | JB-266 Gap Terminus NCL Narrows |        |        |    |          |            |       |       |      |      |      |
| <b>Town of Pearisburg</b> |        |      |    |       |     |       |                                 |        |        |    |          |            |       |       |      |      |      |
| (1279) Henson Ave         | 0.51   | NA   |    |       |     | From  | SR 100                          |        |        |    |          | NA         |       | NA    |      |      |      |
|                           |        |      |    |       |     | To    | 279-2 Fort Branch Rd            |        |        |    |          |            |       |       |      |      |      |
| (279) Fort Branch Rd      | 0.13   | NA   |    |       |     | From  | 279-1 Henson Ave                |        |        |    |          | NA         |       | NA    |      |      |      |
|                           |        |      |    |       |     | To    | C5US 460                        |        |        |    |          |            |       |       |      |      |      |
| (1325) Curve Rd           | 0.66   | NA   |    |       |     | From  | C5US 460                        |        |        |    |          | NA         |       | NA    |      |      |      |
|                           |        |      |    |       |     | To    | JB-279 NCL Pearisburg           |        |        |    |          |            |       |       |      |      |      |
| <b>Town of Narrows</b>    |        |      |    |       |     |       |                                 |        |        |    |          |            |       |       |      |      |      |
| Cave Street               |        | NA   |    |       |     | From  | Wolf Street                     |        |        |    |          | NA         |       | NA    |      |      |      |
|                           |        |      |    |       |     | To    | West View Street                |        |        |    |          |            |       |       |      |      |      |
| Valley St                 | 480    | G    |    |       |     | From  | Monroe St                       |        |        |    |          | 0.245      | F     | 520   | G    | 2003 |      |
|                           |        |      |    |       |     | To    | NCL Narrows                     |        |        |    |          |            |       |       |      |      |      |
| <b>Town of Pearisburg</b> |        |      |    |       |     |       |                                 |        |        |    |          |            |       |       |      |      |      |
| FT. Branch Rd             | 1400   | G    |    |       |     | From  | Henson Ave                      |        |        |    |          | 0.08       | F     | 0.578 | 1500 | G    | 2003 |
|                           |        |      |    |       |     | To    | Winonah Ave                     |        |        |    |          |            |       |       |      |      |      |
| Henson Ave                | 2200   | G    |    |       |     | From  | SR 100 South Main St            |        |        |    |          | 0.077      | F     | 2300  | G    | 2003 |      |
|                           |        |      |    |       |     | To    | Ft Branch Rd                    |        |        |    |          |            |       |       |      |      |      |